

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

APRIL 1961

*Convention
July 3, 1961*

T. M. REG.



the teamsters salute **D**DALLAS

DALLAS, known nationwide as "Big D", has enjoyed a dazzling boom in the past decade. The city, now ranked 14th, grew from 434,462 in 1950 to 672,117 in the 1960 census. In the metropolitan area of four counties there are over a million residents.

The city is named for a still-unknown "friend" of the founder, John Neely Bryan, who settled on the bank of the Trinity River in 1841. One of the largest and busiest inland cities in the U. S. (there is no water transport), "Big D" is the hub of a seven-state distribution market. It is second in post-war construction, has 9 per cent of Texas' population, 12 per cent of the state's retail sales, and 27 per cent of its wholesale trade. Value added by manufacturers in the metro district was up 233 per cent over the 1947 census. Dallas has the two tallest buildings west of the Mississippi. Its more than 1,950 manufacturing plants exceed any other Southwest city, employ 86,000, and produce publishing, food products, cotton

gins, grain elevators, farm implements. Banking interests center here, as does aviation (one of the nation's top ten), convention activity, fashions and women's wear manufacturing. It is an agricultural center with more than 2,689 farms in Dallas County. Education is important, with 153 public schools, famed Southern Methodist University and branches of the University of Texas and Baylor University.

Nine railroads, 35 major truck lines and six airlines serve Dallas. It is the home of Joint Council 80 with its six local unions and 8,350 members and of the Southern Conference of Teamsters. "Big D" has a 115-park recreation system, many nearby lakes, and ample fishing and hunting opportunities. It is the home of the Texas State Fair and is a sports and cultural center in the Southwest.

The INTERNATIONAL TEAMSTER renders a Texas-size "Howdy" to "Dazzling Dallas!"

AMERICA'S CITIES **No. 14 of a Series**



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THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

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Volume 58, No. 4

April, 1961

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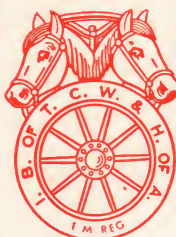
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The International Teamster has a monthly circulation of 1,321,000 and an estimated readership of 3,510,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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Familiar Pattern in Iowa News Strike

The Iowa Federation of Labor sent the following message to all Teamster members and others in organized labor:

"A pattern of terrorism familiar to some other cities has developed in Clinton, (Ia.) with the importation of hired outsiders to break the strike of the Clinton *Herald*. The labor movement in Clinton is now in the process of raising funds so they can form a corporation to put out a daily newspaper of their own. They are in urgent need of funds for the purpose of setting up this corporation.

"It is terribly important that all locals, who can, send a voluntary contribution to the Clinton Labor Congress so that they can start as soon as possible to get this newspaper rolling."

The letter was signed Secretary-Treasurer A. Jack Lewis, who suggests a \$1 contribution for each Local member.

IBT, ILA Make Joint Demands

A Joint Committee representing the International Brotherhood of Teamsters and the International Longshoremen's and Warehousemen's Union last month approved a series of joint demands for 25,000 warehouse workers of Northern California. The group is asking 15 cents an hour across the board, improved vacations and sick leave, uniform health and life insurance, one additional holiday, which would include the day following Thanksgiving, and medical care for pensioners.

UAW Members Ask IBT Return

United Auto Workers were circulating a resolution last month demanding the return of the International Brotherhood of Teamsters to AFL-CIO. The resolution will be presented to the UAW's special convention April 27-29.

One UAW leader told Asher Lauren, the *Detroit News'* veteran labor writer, "The proposed resolution may never see the light of day at the convention, but we're going to make a fight for it on the floor."

The resolution demands a secret ballot vote by either the delegates to the convention or a secret ballot of the entire UAW membership on whether the Teamsters should be extended an invitation to return to the AFL-CIO.

The warehouse contracts expire May 31. Approximately 25,000 workers are represented in the locals. They include Teamster Locals 12, 70, 287, 350, 588, 655, 853, 860 and 980, and ILWU Locals 6 and 17.

Also sought will be improved seniority guarantees, a system of job placement referrals, and a joint automation study to determine the impact of automation of the warehouse industry; improved vacation schedule of one week after one year, two weeks after two years, three weeks after five years and four weeks after fifteen years.

The Joint Teamster ILWU Committee was presided over by Co-Chairman Joseph J. Dillon, Director of the

Teamsters' Western Warehouse Division, and Louis Goldblatt, Secretary-Treasurer of the ILWU.

Member Sought

Teamster members were urged last month to assist in locating former Teamster member Ernest Upton Bernheisel, who was last known to be working in the Nebraska-Colorado area. The Western Conference of Teamsters would like to notify him that there is a serious illness in his family, and that he should contact Harold Shern at JUniper 7-4981 in Johnstown, Colo.

Organizing Gains In South Dakota

Greg Helvig, president of Teamsters Local 749 in Sioux Falls, S. Dak., reported organizing victories last month brought over 100 new members into the Teamsters Union. Helvig said successful organizing campaigns were conducted at Sioux Motors Company, McKean Pontiac-Cadillac Company, Consumers Gas Company, Maas Transport Company, and the Gate City Dairy Co-op.

Vallejo Teamster Retires at 65

After over 30 years of service to the Teamster movement, Frank Chesebro, secretary-treasurer of Local 490 in Vallejo, California, has stepped down from his post in favor of retirement.

During his long career as a Teamster official, Chesebro was business representative of the local union in 1931 when he served without pay while he built up the Teamster organization. He became the local's first paid business representative in 1936 and was elevated to secretary in 1949.

He was also vice president of the California State Federation of labor and president of the Central Labor Council of Vallejo for four years while serving his tenure of service with the Teamsters' Union.

With his recent retirement, Chesebro also gave up his post on the Vallejo Selective Board where he has served as a member and president since the beginning of the Selective Service Act in 1940. He holds a number of Presidential Citations for his services in this post as well as having an outstanding record with the War Manpower Board during World War II.

Recession Measures In Trouble

THE HOUSE coalition of Southern Democrats and conservative Republicans has dealt President Kennedy an embarrassing defeat by rejecting his "moderate" proposal to increase the Federal minimum wage law and expand its coverage. To add insult to injury, the so-called coalition passed its own "moderate" minimum wage bill.

There are several important interpretations that can be made as a result of this defeat, but two seem to stand out. They are:

(1) President Kennedy's entire anti-recession legislative program is in trouble because of the boost in morale given the "coalition" by its success on the minimum wage proposal.

(2) President Kennedy's moderately conservative legislative proposals leave his Administration and Congressional supporters no room for compromise with Southern Democrats and conservative Republicans.

INCREASED minimum wage and expanded coverage was one of Kennedy's important pledges during the Presidential campaign. In one of his very first campaign speeches (August 30, 1960 in Washington, D. C.), Kennedy promised:

"I intend to take this fight (for an improved minimum wage law) to the American people. I am sure that they will support me in November in my goal of a minimum living standard of \$1.25 an hour for millions of Americans who work in the large enterprises of our country."

No campaign pledge was made more often or more emphatically than this one. Moreover, Kennedy, as a Senator, sponsored a one-step minimum wage bill that would have increased the minimum wage to \$1.25 and expanded coverage to 7,800,000 workers not now covered. This bill was supported by liberal Democrats and some Republicans, and the Democratic National Platform.

HOWEVER, Kennedy, as President, sent his moderately conservative minimum wage proposal to Congress asking that the minimum wage be increased from \$1.00 to \$1.25 in three-steps over a three-year period. Instead of 7,800,000 being included under the new law, only 4,300,000 would be included, and it would take them four-years to reach the \$1.25 level.

What finally passed in the House of Representatives was a ridiculously inadequate bill sponsored by Congressmen Paul Kitchin of North Carolina and William Ayres of Ohio. It increases the minimum wage to \$1.15, and includes only 1,400,000 new workers who will receive only \$1.00 an hour. Both sponsors are members of the coalition—Kitchin, a Southern Democrat, and Ayres, a conservative Republican.

Kennedy did take his bill to the American people, but not effectively. He made a plea for his proposal in one of his televised press conferences, but from what we learn, these press conferences are boring and uninteresting to the vast majority of Americans. There

are already hints that Kennedy is looking for a new format to appeal to the people.

The coalition was primarily successful because the Kennedy Administration gave away all its bargaining power before hand. With Administration representatives sitting in Speaker Sam Rayburn's office right off the House floor, in an 11th hour attempt to save Kennedy's proposal, it was further compromised to the point where it closely resembled the Kitchin-Ayres bill.

AFTER RETREATING to this point, Kennedy lost the support of many Northern Democrats and liberal Republicans. Forty members were so disgusted they refused to vote for either Kennedy's bill or the Kitchin-Ayres bill. The result was a 186-185 vote for Kitchin-Ayres. The Kennedy forces could not even obtain a record vote so that organized labor could report to its members how Congressmen voted.

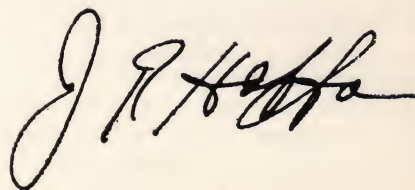
There is still a slight chance to get a decent minimum wage bill passed. The Senate has not acted on the Kennedy proposal. If they maintain the provisions wanted by Kennedy in their bill, then the bill must go to a House-Senate conference to iron out the differences.

It should be obvious to the Kennedy Administration by now that the Southern Democrat and conservative Republican coalition is a strong, militant group who know what they are fighting for. The defeat of this group in the Rules Committee fight did not win the battle. It was only a skirmish.

Democratic liberals and liberals in the Republican ranks are embarrassed by the moderacy or conservatism of Kennedy's proposals. It is very difficult for these Congressmen and Senators to make a fight for legislation that do not fully believe adequate.

ONLY ONE of Kennedy's anti-recession bills has been approved by Congress. This was the bill to extend unemployment benefits for unemployed workers whose benefits had expired. But this was no monumental victory. Actually, the Republicans passed the same type legislative during an earlier recession in former President Eisenhower's Administration.

The present Administration's moderately conservative proposals for Federal aid to education, medical care for the aged, depressed areas legislation, improved social security benefits, and others face the same fate given the minimum wage proposal. The coalition is flush with victory, and it will make them stronger and bolder in their opposition.



Special Convention to Open

THE UNION'S special international convention to elect officers and consider Constitutional amendments will begin July 3, 1961, in the Deauville Hotel, Miami Beach, Fla., it was announced last month.

In the official convention call to officers and members of affiliated local unions, these bodies were directed to nominate and elect delegates in accordance with court-approved rules and in conformity with provisions in Title IV of the Landrum-Griffin Act.

A total of 2,111 delegates will be elected by secret ballot, with the number of alternates left to the discretion of the local unions.

The instructions point out that the local union membership "will have the right at the nomination meeting to determine whether it desires to have the election (of delegates) supervised by an outside agency. The question must be passed upon by the membership." The IBT General Executive Board has recommended that, where practicable, such supervision should be utilized.

This 18th Convention of the International Brotherhood of Teamsters will take place in the same city where the 17th Convention took place in September, 1957. With close to 5,000 delegates, alternates, functionaries and visitors in attendance at Teamster conventions, Miami Beach was the only city where adequate hotel and other accommodations could be obtained on a few months notice. Other convention cities are booked months in advance.

Under the Federal Court order, signed March 3, authorizing the convention, nomination of delegates must be completed no later than April 16 and election of delegates must take place no later than May 21. Credentials must be received in the offices of the International Union no later than June 2. Election of delegates and alternates must be by secret ballot.

The convention call pointed out that:

"In accordance with Article III, Section 2, and the Order of the Court relating to the time for averaging per capita payments, each local union having 750 members or less shall be entitled to one delegate, and one delegate for each additional 750 members or majority fraction thereof, but in no case shall a delegate have more than one vote. No proxy vote will be allowed.

"The local union shall determine how many alternate delegates it desires to nominate and elect at the same time delegates are nominated and elected so that in the event any official delegate is unable to attend, his alternate will be one who has been properly nominated and elected by secret ballot.

"(a) No local union shall be entitled to representation in the convention that has not been chartered, affiliated and in good standing for six months prior to the opening of the convention and each local union to be entitled to said representation must have paid into the international treasury six months' per capita tax (except as provided in Section (c) below).

"(b) All moneys due the International Brotherhood, whether by per capita tax or otherwise, should be received at least three days prior to the opening of the convention. This means the May, 1961 per capita obligation should be met by June 30, 1961.

"(c) The General Executive Board is empowered to grant full representation to any union which has been affiliated with the International

ORIGINAL

FREEDOM THROUGH ORGANIZATION

 **International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers of America**

CREDENTIAL TO SPECIAL CONVENTION

City of _____ DATE _____ 1961

We Hereby Certify, That Mr. _____
TYPE OR PRINT

was duly elected a delegate in accordance with the Constitution and pursuant to a Federal Court order to represent
the _____ Local No. _____
in the Special Convention which is the Eighteenth Convention of the
**International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers
of America, which convenes in Miami Beach, Florida, Monday, July 3, Nineteen Hundred and Sixty-
One, at Ten O'Clock A. M.**

Given under our hands and seal this _____ day of _____ 1961

[SEAL] _____ President
_____ Secretary

PRINTED IN U. S. A.

Return This Original Credential to the International Immediately after Delegate Has Been Elected

July 3

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

JOHN CUNNINGHAM, et al.,
Plaintiff.

v.

JOHN F. ENGLISH, et al.,
Defendant.

Civil Action No. 2361-57

ORDER

Brotherhood of Teamsters for less than six months when such local union was formerly an independent union, was formerly affiliated with a union other than the International Brotherhood of Teamsters or was split off from a local union affiliated with the International Brotherhood of Teamsters.

"Each local union shall pay the

Secret Ballot

In a separate letter of instructions sent with the Convention Call, it was directed that, under the new labor law, "all members in good standing (by having paid current month's dues or on check-off) shall have reasonable opportunity to nominate candidates, and shall have the right to vote for or otherwise support their candidate without being subject to penalty, discipline or improper interferences or reprisal of any kind by the labor organization or any member thereof.

"This law further provides that no money received by your Local Union by way of dues, assessment or similar levy, and no monies of an employer, shall be contributed or applied to promote the candidacy of any person in this election.

"There must be a secret ballot election even though there are only as many nominees as the number of delegates and alternates to which the local union is entitled. . . . Be sure to consult with your attorney to assure compliance with the law."

This cause having come on to be heard on the motion of the defendants for an order directing a convention and election of officers of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, filed herein on March 31, 1960, and on the oppositions thereto filed by the Board of Monitors and by certain of the plaintiffs, and counsel for all parties having been heard in full argument in open court;

IT IS, THEREFORE, ORDERED, this 3rd day of March 1961, that the motion of the defendants for an order directing a convention, the business of which shall include, but not be limited to, election of officers, be, and it hereby is, granted;

IT IS FURTHER ORDERED that the convention shall be called and conducted at such time and place and under such rules and procedures as may be designated by the General Executive Board pursuant to Article IX, Section 7 of the Constitution of the International Brotherhood of Teamsters and under the rules for election of delegates set forth in Exhibit A hereof; the number of delegates each local union is entitled to under Article III, Section 2 of the International Constitution shall be calculated on the average monthly per capita tax payment of such local unions for the period between February 1, 1959, and January 31, 1961;

IT IS FURTHER ORDERED that the terms of office of the persons elected to office at such convention shall be five years from the date of election, if the convention, by two-thirds vote of the delegates present and voting on such issue, so determines; and

IT IS FURTHER ORDERED that the Consent Order of January 31, 1958, to the extent that it may be inconsistent herewith, is hereby amended to conform herewith.

F. DICKINSON LETTS, U.S.D.J.

expenses of its delegates and alternate delegates to the International Convention."

Court-approved rules for nomination and election of delegates were enclosed in the Convention Call. (See page 7).

CREDENTIALS

Also enclosed were the credentials and certificate setting forth the number of delegates to which each local union is entitled. The call directed that "secretaries should forward or deliver to the General Secretary-Treasurer, at International office, the original copy of the credential, properly signed and seal impressed, immediately after the election of the Delegate or Delegates. Credentials should be received at the International office thirty (30) days before the opening of the Convention or no later than June 2, 1961. For cause shown to the Credential committee, this requirement may be waived. The names of those elected

should be typed or legibly printed on the credential.

"A photocopy of each delegate's local union personal ledger card should be mailed with the original of his credential to the General Secretary-Treasurer, for the purpose of confirming his good standing status as of date of nomination.

"Members in good standing and officers of all local unions and general officers of the International Union shall have the right to send to the General President of the International Union proposed amendments or additions to the Constitution, or resolutions, which shall be submitted to the Committee on Constitution for consideration and disposition in accordance with the Convention rules and this Constitution. (Article III, Section 8 (a) is applicable.)"

"Impress on your membership the necessity of having all your delegates in attendance at this Convention."

OFFICIAL SPECIAL CONVENTION CALL

TO THE OFFICERS AND MEMBERS OF AFFILIATED LOCAL UNIONS, GREETINGS:

In conformity with the order of the United States District Court for the District of Columbia, and Article IX, Section 7 of the International Constitution, you are hereby notified that a Special International Convention of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America will convene in the City of Miami Beach, Florida, on July 3, 1961, at ten o'clock A.M., in the Deauville Hotel, for the purpose of electing International officers (for a term of five years from the date of election at the Convention, if the Convention by two-thirds vote of the delegates present and voting establish such five-year term to commence at this Convention by amendment to Article III, Section 1); to consider other amendments to the International Constitution; and to transact such other business as the Convention may determine in accordance with Convention rules.

Central Conference Will Lead in Number Of Delegates Allotted for Convention

The Central Conference will have the highest percentage of the 2,111 delegates authorized for the 18th Convention of the International Brotherhood of Teamsters. Breakdown by conference shows the Central Conference with 757 delegates, followed by the Eastern Conference with 711; Western with 528; and Southern with 115.

Among the Joint Councils, New York leads with 216 authorized delegates, followed by Chicago with 186; Los Angeles with 147; Philadelphia with 112; and San Francisco with 95.

Here is a list of Joint Council areas showing the authorized delegate allotments:

New York City	216
Chicago	186
Los Angeles	147
Philadelphia	112
San Francisco	95
New Jersey	86
Cleveland	86
Sacramento	75
Detroit	74
Seattle	73
Boston	69

St. Louis	56
Pittsburgh	55
Wisconsin	46
Minneapolis	44
Kansas City	43
Indianapolis	41
Portland, Ore.	38
Utica, N. Y.	35
Springfield, Ill.	33
Baltimore	25
St. Paul	25
Cincinnati	24
Tennessee	23
Denver	21
New Haven, Conn.	19
Toronto	19
Buffalo	18
Toledo	16
Washington, D. C.	15
Phoenix	15
Vancouver, B. C.	14
Dallas	12
Oklahoma-Arkansas	12
North, South Carolina	11
Butte, Mont.	11
New Orleans	11
Rochester, N. Y.	10
Des Moines	10
Utah, So. Idaho	10

Houston	10
Virginia	9
Quebec	9
Omaha	9
West Virginia	8
Alberta, Saskatchewan	7
Fargo, N. Dak.	6
Winnipeg	3
Auburndale, Fla.	3

Delegates from Unaffiliated Locals

Southern Conference	44
Central Conference	36
Western Conference	22
Eastern Conference	14



RULES ISSUED FOR NOMINATION AND ELECTION OF CONVENTION DELEGATES

As part of the Court Order directing the call of a special convention, Federal Judge F. Dickinson Letts approved a set of rules governing the nomination and election of delegates to the convention. These rules state as follows:

NOMINATION AND ELECTION OF DELEGATES: RULES

A. Notice of Rules, nomination meeting and election.

At least twenty (20) days prior to the date of the nomination meeting specific notice of the date, time and place of the nomination and election meetings, the number of delegates and alternates to be chosen, (if known at that time) and the place or places of balloting as determined by the local executive board shall be mailed to the membership; each member shall be advised in such notice that these election rules are available on request and that the delegates shall be authorized to fix a five-year term of office for the officers to be elected at the convention.

B. Eligibility of members.

1. To nominate, vote for, or support candidates.

Every member whose dues are paid-up through the month in which the nomination or election is held shall have the right to nominate, vote for, or otherwise support the candidate of his choice. No member whose dues have been withheld by his employer for payment to the local union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to nominate, vote for, or be a candidate for delegates in the local union, by reason of a delay or default in the payment of dues by the employer to the local union.

2. To stand for election.

Every member in good standing, by the payment of his dues on or before the first business day of the current month in accordance with the International Constitution, or whose dues have been withheld in accordance with subsection B-1 hereof, shall be eligible to be a delegate.

3. Appeals.

Any member who desires to challenge a ruling that he is ineligible to run for delegate by the local union shall appeal, in writing, within forty-eight (48) hours after receipt of the ruling to the General President, or his

designee, who shall decide such an appeal within seven (7) days after receipt of the protest.

C. Nomination Procedures.

1. Nominations shall be held at a general or special membership meeting or meetings and shall be held no later than April 16, 1961. Nominations and the conduct of the election and related questions shall be the first order of business at the nomination meeting and complete minutes shall be kept of that business. The members, at the nominating meeting, will also decide, by a majority vote, whether they wish to have their election supervised by an outside agency and, if so, by what agency and to what extent. Cost of such supervision is to be borne by the local union.

2. Nominations shall be made at the meeting by motion and second, each made by a member in good standing. Any question of the eligibility of nominees shall be decided by the Secretary-Treasurer or President of the Local Union, or their designees, within twenty-four (24) hours and shall be appealable to the General President in accordance with the provisions of sub-section B-3.

3. Nominations shall not be closed until a call for further nominations has been made three (3) times by the Chair without further nominations being made.

4. Candidates must accept nomination at the time made, or, if absent, in writing in advance.

5. Every member eligible to nominate candidates shall be entitled to nominate one candidate for delegate.

6. Local unions shall determine the number of alternates to be nominated and elected and shall determine whether such alternates shall attend the convention or shall be called to the convention only if needed.

D. Elections.

1. Elections shall be conducted at least 30 days after the nomination meeting, but the timing should be arranged so that the elections can take place before May 21, 1961.

2. Voting shall be conducted by secret ballot among the members in good standing. There shall be no proxy voting. Each such member shall be entitled to one vote. Absentee voting by mail shall be permitted only upon application of members who are ill or absent from the city or town where they are normally employed at the time of voting

because on vacation or on employment tour of duty. The membership at the nomination meeting may permit additional reasons for absentee balloting if they so desire. Application for absentee ballots shall be made to the Secretary-Treasurer not less than five (5) days prior to the date set for election and shall contain the grounds therefor. Absentee ballots shall be valid only if they are received before the closing of the polls. Absentee voting shall be conducted with all prior safeguards for secrecy of the ballot.

3. Each candidate shall have the right to have an observer who shall be a member of this local union at the polls and at the counting of the ballots. Candidates and their observers may challenge the eligibility of voters, and all challenged ballots shall be sealed in a blank envelope which in turn shall be sealed in an envelope with the name of the voter thereon. Challenges shall be investigated to determine their validity, if the challenged ballots are sufficient in number to affect the results of the election. The blank envelope containing the ballot shall not be opened until such time as all challenges have been ruled upon and the name bearing envelopes destroyed. Upon request of any candidate, voting machines, if used, shall be checked for proper operation.

E. Duties of Secretary-Treasurer in Connection With Nomination and Election.

1. The Secretary-Treasurer shall at least twenty (20) days prior to the holding of the nomination give notice, as above provided in Section A hereof.

2. The Secretary-Treasurer shall review the eligibility of any member at his request and shall make a report on the eligibility of that member as a candidate within five (5) days thereafter.

3. Upon reasonable request of any bona fide candidate for delegate, the Secretary-Treasurer shall arrange for the distribution of any campaign literature by mail, or otherwise, provided that such candidate pays the reasonably estimated cost involved in advance and the full cost within thirty (30) days after the election. The Secretary-Treasurer may require that all campaign literature shall be

presented to him at the principal office of the union not later than seven (7) days prior to the date of the election and may, where in his judgment it appears necessary, provide for a consolidation of such distribution in which case the cost of such distribution shall be assessed upon the candidates involved on a prorata basis.

4. The Secretary-Treasurer shall retain copies of all requests for distribution for campaign literature and copies thereof, shall make a record of the date the literature was distributed, the cost thereof and the amount received therefor, a copy of the notices of nomination and of the election, a copy of the ballot, the official tally sheet submitted by the tellers and such other records including election rules as shall relate to the conduct of the election. All copies and records shall be retained for one year.

5. The Secretary-Treasurer to the extent required by law shall upon reasonable notice make available for inspection by any bona fide candidate the names of members of the local union covered by union security agreements once within thirty (30) days prior to the election date. No candidate shall be permitted by the Secretary-Treasurer to copy any names or addresses of such members.

6. In the event there shall be any protest or charges made concerning the election by any member prior to the holding of the election such protest or charge shall be made in writing by such member within forty-eight (48) hours of his knowledge of the event complained of and shall specify the exact nature of the protest. In the event there shall be any protest or charge concerning the conduct of the election after the election has been held by any member, such protest or charge shall be made in writing by such member within forty-eight (48) hours setting forth the exact nature of the protest and his claim as to how it has affected the outcome of the election. Such protest shall be made to the Secretary-Treasurer who shall refer the protest to the Local Executive Board for disposition. Decision of the Local Executive Board shall be appealable to the Credentials Committee of the Convention.

Press Notes IBT's 'No Strike' Policy at Defense Sites

The press took notice last month that the Teamsters Union has adopted a strict "no strike" policy for its members working on defense sites, including the "top priority" intercontinental ballistics missile bases.

Teamster spokesmen said that, in contrast to some other unions, the Teamsters had yet to strike at any of the twenty-seven Atlas and Titan I.C.B.M. sites.

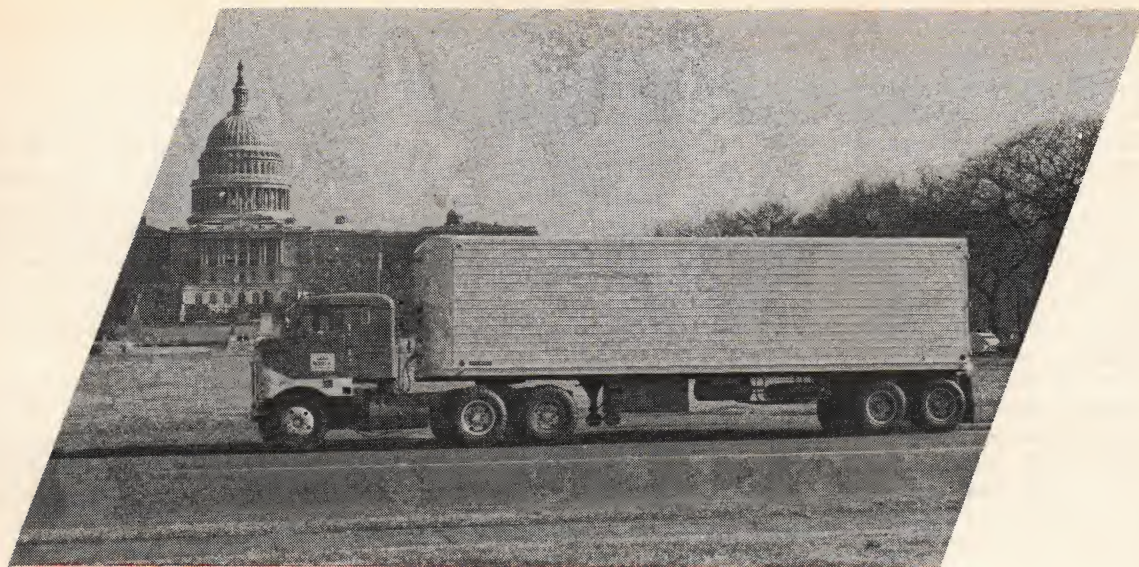
They declared that officials of the union intervened whenever a local wildcat strike threatened. Also, "no-strike" clauses have been written into all Teamsters pacts with defense contractors.

Building trades officials said that the Teamsters officials had cooperated closely with them at the local level in jurisdictional disputes and other problems at missile sites. This cooperation has gone on despite the ouster

of the Teamsters from the American Federation of Labor and Congress of Industrial Organizations.

Leaders of the AFL-CIO building and construction trades unions announced Feb. 15 in Miami a policy of shunning strikes at missile bases. They ordered the members of their unions to notify their respective international union presidents and local building trades councils and exhaust all remedies before going out on strike. Wildcat walkouts have plagued the missile base program since it began in 1957.

C. J. Haggerty, head of the AFL-CIO Building Trades Department, said that details of the no-strike policy would be in the hands of 8,000 locals of the eighteen international unions in ten days or so. He indicated his hope that industrial unions would soon follow with their own no-strike policy.



MEMO TO CONGRESS:

This truck now pays \$1,148 in federal user taxes and \$1,914 in state highway user taxes. The Administration's proposed tax increase would boost this already-staggering total by another \$723 in federal highway taxes. This discriminatory increase would put scores of operators out of business, put many drivers out of jobs and -- ironically -- result in loss to state and federal governments of the heavy taxes this truck now pays!

'The End of the Line'

Trucks Cannot Pay More Taxes

REPRESENTATIVES of the Teamsters Union and the trucking industry warned Congress last month that President Kennedy's proposed highway tax program would put scores of truck operators out of business and send unemployment soaring.

"It is a discriminatory tax and it is a crippling and destructive tax," IBT legislative director Signey Zagri told the House Ways and Means Committee.

And a spokesman for the American Trucking Associations told the Congressional hearing that "the trucking industry has come to the end of the line. It is not a question of willingness or unwillingness to pay (substantially higher tax rates). It is a simple fact that the nation's motor carriers are unable to pay more."

Under President Kennedy's proposal, Congress would raise an additional \$300 million a year for the next 10 years to finance the federal high-

way program, by imposing vast tax increases on the trucking industry.

For example, a typical five-axle tractor, semi-trailer combination currently paying annual Federal highway user taxes of \$1,148, and annual state highway user taxes of \$1,914, would be asked to pay an additional \$723 in Federal highway taxes.

In sharp opposition to the Administration proposal, Zagri told the House committee that the proposed tax increase would "kill the goose that lays the golden eggs."

Pointing out that the trucking industry is already paying an unfair share of the tax load to finance the highway system, Zagri warned that the nation's motor carriers "are in a highly competitive situation and having to assume another \$195 million in taxes will put many of them out of business."

"They can go out of business or they can go to the railroads and ship

their trailers by piggyback. Instead of having one million piggybacks on the flat cars next year as they had this year, they will have two or three million. That means that every truck off the highway will not in any way diminish the cost of running that highway, but will diminish the revenue available for maintenance."

Edward V. Kiley, ATA director of research and transport economics, sternly told the committee that "this proposal comes as a great shock to a struggling industry that is at the end of its rope. It comes at a time when motor carriers were looking forward hopefully to a promised reduction in their tax burden. Instead it is proposed they be increased—and in a highly inequitable manner."

"The nation's for-hire motor carriers are engaged in a stern competitive battle with the railroads. In the last two years motor carriers have been subjected to a predatory rate-

cutting campaign that has placed truck operators in a desperate financial condition. Caught between a depressed rate level and rapidly increasing costs, the motor carrier industry is in no position to pass on additional costs of operation. They must be absorbed and there is no profit sponge to absorb them today."

Kiley told the Congressmen that in 1960, the nation's 2,666 class I and II for-hire motor carriers of property had their poorest year since 1945. They had gross operating revenues of \$5,797,000,000, and expenses of \$5,651,000,000. In the end there was a net profit of only \$109,300,000, with \$54,000,000 left after Federal income taxes.

He warned that the proposed tax increases on larger trucks "will mean an additional cost of approximately ¾ cents per mile for typical carriers. This indicates an added cost of some \$63 million, based on 1960 operations

—a figure exceeding the final profit realized by all of these carriers last year."

Kiley declared that "it is not an exaggeration to say that increased costs such as those proposed will mean deficit operations that cannot continue—the companies will go out of business. The ironic result of this would be an actual diminution of taxes available for the Highway Trust Fund, not to mention a loss of highway taxes to the states, and a severe aggravation of the unemployment problem."

He also warned that "there are many thousands of other truck operators, private and for-hire, and many of them very small, operating only one or two trucks, to whom these tax increases would be disastrous."

John M. Kinnaird, vice president of Consolidated Freightways with headquarters in Menlo Park, Calif., told the House committee that the present

proposal would constitute a 75% increase in taxes for his company. Consolidated, which operates in 33 states from coast to coast, paid Federal taxes in 1960 of \$1,625,155 on fuel, highway use, tires and tread rubber. This total does not include the 10% Federal tax on new trucks and trailers, which, between 1958 and 1960, resulted in a cost of \$2,644,514 on equipment purchases.

Kinnaird pointed out that the Administration proposal, based on 1960 figures, would mean Consolidated must pay Federal taxes of \$2,844,769 in one year, an increase of \$1,219,614. This does not include state taxes.

He advocated that highway use taxes now going into the general fund be placed in the highway trust fund. Then, he said, "the present tax level would be sufficient to finance the entire program."

Another trucking operator, Robert A. Young, Jr., of Ft. Smith, Ark., president of the Arkansas-Best Freight System, declared that "to meet such a tax burden, we would have to increase our rates very substantially. If we increased rates very much we would lose all of our business. The motor common carrier industry is as highly competitive as any industry in this country. An increase in our rates to the extent mentioned would literally mean that all our business would go to the railroads or to private motor carriers who can pass on these increases in the cost of their products. I am afraid that our trucks would disappear from the highways."

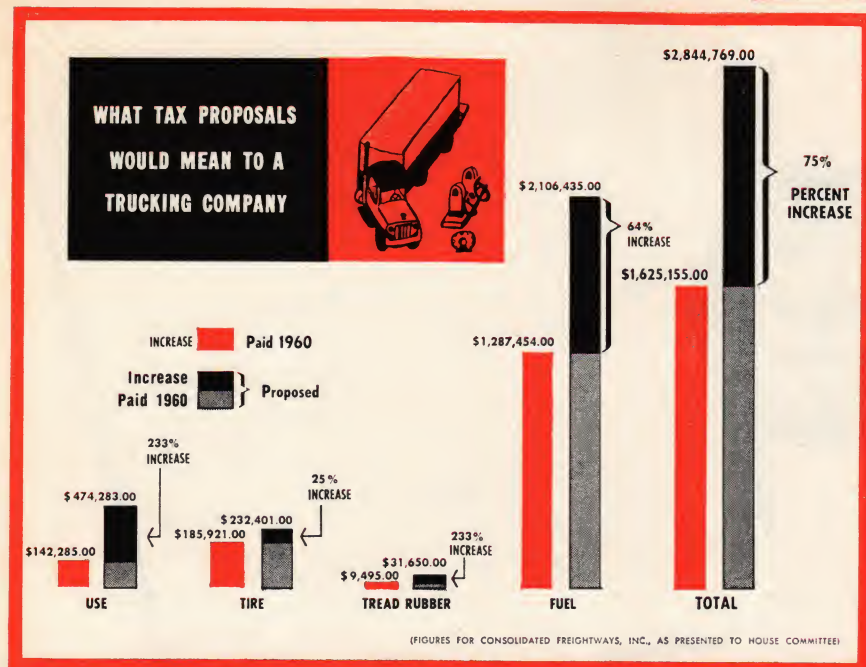
Zagri told the committee that the Teamsters Union was privileged to associate itself with the ATA on this issue "because we feel unless our employers prosper, our union and our membership will not prosper."

He said that "the interest of the Teamsters Union extends beyond that of the 1,700,000 members and their families who are already being hurt by unemployment in the declining trucking industry. Our interest also extends beyond the interests of the trucking industry which is responsible for one-twelfth of the gross national product and is responsible for paying one out of every nine paychecks in this country every week.

"Our interest extends beyond the satellite industries dependent upon the trucking industry in supplying them, such as the gasoline stations, the motels, and tire and accessory industries of this country. Our interest goes to the question of the wisdom of

Trouble On The Highway!





this proposal. We think it is an unfair proposal."

Zagri warned that Congress is being asked to hurry into a program of taxing the trucking industry before crucial reports and road tests, now under preparation, are completed.

He also pointed out that a number of highway users are not paying their fair share of helping pay for the highway system. He cited the Defense Department, which has made certain specifications adding to the cost of highway construction, and vehicles owned by city, state, county and Federal governments.

He also charged that the Administration tax proposals are discriminatory against the small farmer in rural areas residing at points not being served by railroads.

"The railroads are cutting down services around the country, servicing fewer and fewer points. The farmers who do not have rail facilities at their command will have a choice of either absorbing this cost or passing it on to the consumer in the form of additional cost for the farm product."

Referring to President Kennedy's assertion that the heavy trucking industry is the prime beneficiary of the interstate highway system, "which conclusion we will not and cannot accept," Zagri declared, "then the Congress should give the routing of this system and its servicing the needs of urban living a second look. If on the other hand, the policy of the 1956 Act is correct, that the needs of local traffic should be considered, which we

agree is correct, then the Congress should assess a proper share of this increase in costs to the prime beneficiaries of the urban aspect of the interstate system—all the users and non-users benefiting from the program.

"According to the Bureau of Public Roads, passenger cars represented 83% of the vehicles and performed 82% of the travel in 1959; trucks and truck combinations accounted for 16% of the vehicles and 17% of the travel; similar figures for buses were less than 1%.

"On the simple principle of use, the trucks should absorb not over 17% of the increased costs at a maximum. However, the trucks are already absorbing more than this by paying over one-third of all highway costs today."

ITEMS IN PROPOSED TAX INCREASE

- USE . . .**
To Increase Federal Use Tax From \$1.50 to \$5.00 Per Thousand On Weights In Excess Of 26,000 Pounds
- TIRE . . .**
To Increase Tax on New Tires From 8¢ to 10¢ Lb.
To Increase Tax on New Tubes From 9¢ to 10¢ Lb.
- FUEL . . .**
To Increase Diesel Fuel Tax From .04 to .07 Per Gallon
Gasoline To Remain The Same
- TREAD RUBBER . . .**
To Increase Tread Rubber Tax From 3¢ to 10¢ Per Lb.

The IBT legislative representative cited an editorial in the Portland *Oregonian* in June, 1959, which "pointed out that each time a 40-car piggyback train leaves Portland for California points, with the equivalent of 60 highway trailers aboard, the Oregon Highway Department loses \$3,000 in fees under their ton-mile tax law."

Zagri said that "the principle applies in every state. What will happen is that the trucking industry, burdened with an increased tax load, will increasingly shift to piggyback use. Our members—road drivers—will face loss of jobs and lowered earnings. In terms of the President's objectives—to gain more revenue for the road construction program—the opposite result will be achieved.

"The decline in truck traffic displaced by piggyback will accelerate the drop in gasoline and diesel fuel tax revenues. Higher fuel and truck taxes will worsen the competitive position of truckers, force trucks off the road, and dry up their tax contributions to our federal and state highway programs.

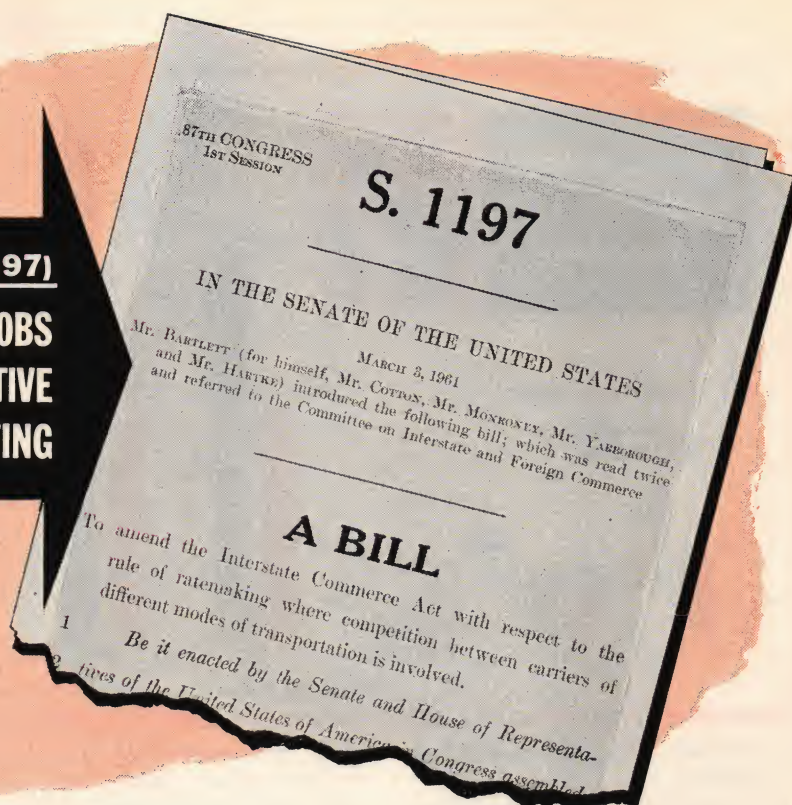
"It is contrary to the spirit of the National Transportation Policy of the Interstate Commerce Act, which provides that the national security requires the maintenance of a well-coordinated and balanced transportation system in which each mode of transportation is protected against adverse and destructive competition by other modes of transportation.

"It is, therefore, incumbent upon the Congress to implement this policy through its taxing power. The Kennedy truck tax will grossly increase the truckers' cost of operation and give the railroads tremendous advantage in their present drive for monopolistic power against the trucking industry."

The ATA statement before the Congressional committee pointed out that the Federal government currently diverts more than \$200 million annually in truck highway user taxes to the general fund.

"These are not general fund taxes, for if they were, equity would demand that equivalent taxes be paid by the industry's competitors. But this is not the case. There are no Federal taxes against the railroad industry to match the special taxes on new trucks and trailers and parts and accessories, revenues from which continue to go to the general fund."

PROPOSED BILL (S. 1197)
WOULD PROTECT TEAMSTER JOBS
AGAINST DESTRUCTIVE
RATE-CUTTING



Union Urges Support for Bill

THE INTERNATIONAL Brotherhood of Teamsters this month kicked-off a nationwide campaign urging Congress to amend the Interstate Commerce Act to prevent the railroads from invading and pirating the trucking industry with selective-destructive rate-cutting.

The 1,700,000 Teamster members across the nation were urged to write Congressmen and Senators to support legislation introduced by Senator E. L. (Bob) Bartlett of Alaska, which would prevent the Interstate Commerce Commission from approving the selective-destructive rate-cutting that aids the railroads, design to destroy the trucking industry.

The Bartlett bill, known officially as S. 1197, is co-sponsored by Senators Norris Cotton of New Hampshire, Mike Monroney of Oklahoma, Ralph Yarborough of Texas, and Vance Hartke of Indiana. All five Senators are members of the Senate Interstate and Foreign Commerce Committee. This is the Senate Committee with jurisdiction over the ICC.

The nationwide campaign will begin

on April 9. Teamsters members will gather at 105 meetings in virtually every state and major city in the nation.

The meetings will feature a filmed interview with Senator Monroney, discussing the railroad-ICC selective-destructive rate cutting policies that have forced Teamster members into unemployment lines and trucking companies to the verge of bankruptcy.

Following the Monroney filmed interview, Teamster President James R. Hoffa will address all 105 meetings via a special nationwide telephone hook-up, urging that all Teamster members join the national campaign to fight the monopolistic-minded railroads (See back cover of magazine).

President Hoffa explains the critical situation faced by Teamster members this way:

"The railroads since early 1959 have gone to the Interstate Commerce Commission, and filed so-called piggy-back rates for hauling automobiles. These rates in many instances are more than 50% below the rate charged by truck-car hauling companies, and are

clearly designed to destroy the trucking companies hauling automobiles.

"The Interstate Commerce Commission has approved these rates relying on Section 15a(3) of the Interstate Commerce Act. This, in our opinion, is in complete contradiction of the legislative history of what Congress intended this section of the Act to accomplish.

"The railroads' selective-destructive rates for car hauling have been approved because the ICC misinterprets, intentionally or otherwise, Section 15a (3). This misinterpretation will destroy the truck car haul companies, and the jobs of over 15,000 Teamster members, unless the railroads and the ICC are stopped.

"The ICC's misinterpretation, however, goes way beyond the 15,000 Teamster members employed by the car haul companies. If allowed to continue, the ICC will approve selective-destructive rates for the railroads that will immediately destroy the financial integrity of other common carrier truck companies, and many of the jobs of approximately 500,000 Teamster members working for these companies.

"The Teamsters Union is interested in protecting the jobs of its members, and it is interested in the nation's security as spelled out in the National Transportation Policy. We are also interested in preserving the free competitive enterprise system that has existed in the transportation industry.

"If Teamster members were losing their jobs because the trucking companies could not compete with the railroads, it would be a different story. But they are losing their jobs because of selective-destructive rate-cutting by the railroads with the approval of the ICC.

"Not only do our members lose, but each taxpayer, particularly small businessmen, must make up for tax revenue that is being lost to the Federal, state and local governments. If the railroads are successful in destroying the trucking industry, we will no longer have a balanced transportation system, and our national security will be seriously affected because it is absolutely necessary that the nation have truck, rail, air, and water transportation in the event of an attack by an enemy.

Senator Bartlett's bill would amend Section 15a(3) to prevent any misinterpretation whatsoever by the ICC. If Congress enacts the Bartlett bill, the ICC would no longer be able to approve the railroad's selective-destructive rates. As a matter of fact, the destructive rates that the railroads are now using in their attempt to monopolize the car hauling business and destroy the truck car hauling companies would have to be revised upward. The amendment destroys any and all basis the ICC presently uses to justify approval the selective-destructive railroad car hauling rates.

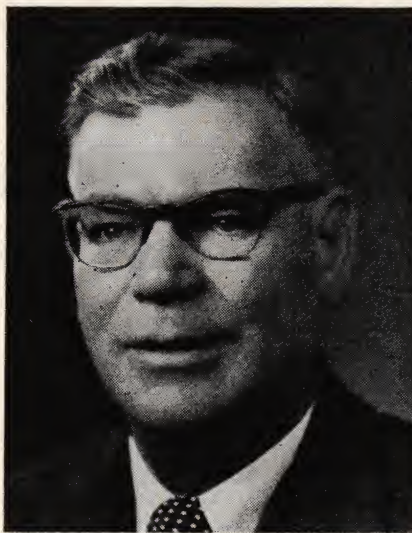
Bartlett explained when he introduced his bill in the Senate, "In approving Section 15a(3), it was our understanding that we simply were

saying that rate reduction proposed by one mode of transportation should not be held up arbitrarily for the sole purpose of holding an 'umbrella' over another mode of transportation.

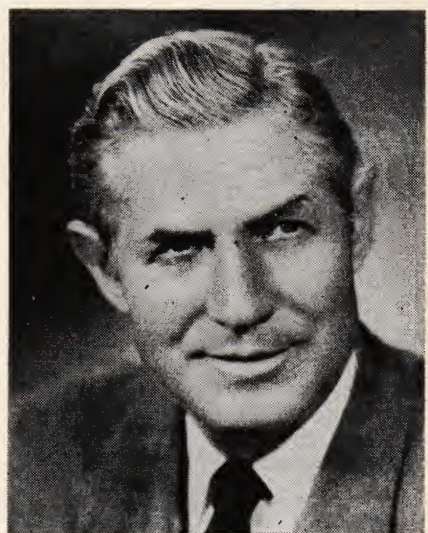
"It appears," Bartlett continued, "that some of our carriers interpreted (this) section as a declaration of open season for widespread and destructive rate slashing with very little regard, if any, for the value of the service performed, the competitive necessity for rates or other historic standards of ratemaking.

"Even worse," he added, "it appears that the Interstate Commerce Commission has been leaning toward a similar interpretation and, to a considerable degree, is functioning under Section 15a(3) virtually as they would

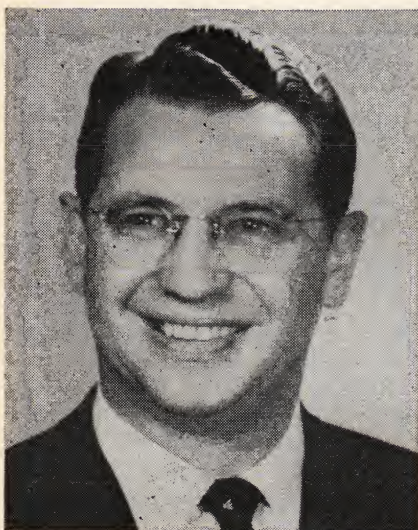
**These
Senators
Sponsored
S. 1197**



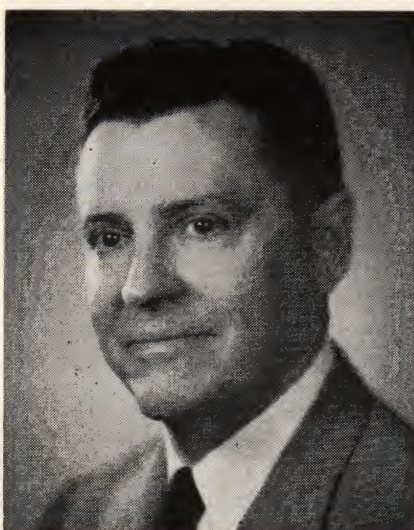
E. L. (Bob) Bartlett of Alaska



Mike Monroney of Oklahoma



Vance Hartke of Indiana



Ralph Yarborough of Texas



Norris Cotton of New Hampshire

have been compelled to function if we had approved the 'three shall nots.'"

The so-called "three shall nots" were contained in a railroad proposal which Congress rejected. Basically, the rejected proposal is the same as the misinterpretation that the ICC is presently placing upon Section 15a(3).

In his speech to the Senate, Bartlett made the following points with respect to his bill:

"Our Subcommittee on Merchant Marine and Fisheries held extensive hearings last year on the decline of the domestic merchant marine, and we found strong evidence that, since enactment of Section 15a(3) in 1958, there has been a rate-cutting binge that threatens to wipe out important and necessary segments of our transportation system.

"The chaotic situation is spreading rapidly, and if we do not move soon to correct it our transportation system is going to commit industrial suicide and, although some shipper might gain temporary advantage, the long-run result will be harmful to shippers, the consuming public and the nation itself.

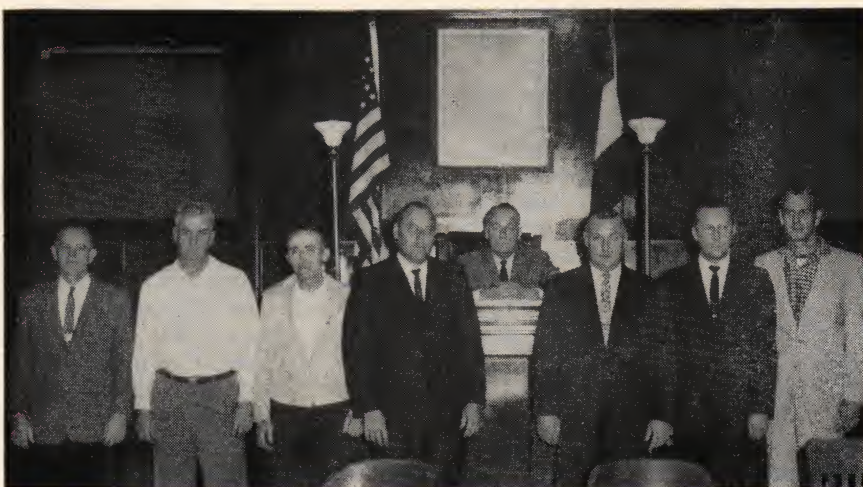
"One simple example illustrates the kind of thing that is going on. New automobiles are now being moved in special expedited service at rates that are lower than rates for transporting the component parts of automobiles, and rates comparable to those on such low-rate commodities as coal.

"I might add, parenthetically," Bartlett said, "that the savings accruing to the automobile manufacturers by this kind of ratemaking are not being passed on to the dealers or to the purchasers of automobiles, but are being used solely to swell the profits of the automobile manufacturers.

"The amendments to Section 15a(3) which we proposed would leave intact our admonition against holding rates up arbitrarily solely to protect a competing form of transportation, so long as the rates are consistent with all the provisions of the National Transportation policy and the several historic criteria for determining reasonableness."

Senator Bartlett concluded: "Our amendments are designed to make it absolutely clear that Section 15a(3) was neither a mandate nor an invitation to ignore the National Transportation Policy and the other vital standards of sane and sound ratemaking."

Judge Installs Local Officers



The recent election of officers for Local 833 in Jefferson City, Missouri, was supervised by Judge Blair of the 19th Judicial Circuit Court in Cole County, who also installed the newly elected officials. From left are Ray Critchfield, George Bremmerkamp, Jr., Clyde Wood, Gene Quinn, Judge Blair, Willard Anderson, Noel Ray, and Omar Thomas. Over 150 members of the local attended the Court installation.

Proxmire Bill Would Bar Business Officials Convicted of Anti-Trust Acts

A bill which would bar corporation officials from office for one year following conviction for anti-trust violations has been introduced by Senator William Proxmire of Wisconsin.

Under the Landrum-Griffin Act, passed in 1959, union officials are barred from office for a period of five years after having served terms for a long list of offenses spelled out in the bill.

Commenting on the measure, Proxmire stated:

"Labor union officials convicted of almost any offense worse than speeding are absolutely prohibited from holding office for five years, but corporation officials convicted under the anti-trust laws cannot be suspended from their positions except by action of the corporation itself.

"The Labor Management Reporting and Disclosure Act of 1959 goes much farther in imposing disabilities on convicted union officials than the bill I am introducing would go in imposing disabilities on corporation officials.

"Under the Landrum-Griffin law, any union official convicted of violating the act or convicted of any one of a number of crimes or misdemeanors

is mandatorily barred from serving as an officer, director, trustee, member of any executive board or similar governing body, business agent, manager, organizer, or other employee (other than as an employee performing exclusively clerical or custodial duties) of any labor organization . . .

"The bill I am introducing provides a one-year suspension without pay (under certain conditions) for persons convicted of violating the anti-trust laws . . .

"A jail sentence is a very serious social penalty, but it may not impose any financial hardship if the convicted person continues to hold his office and draw his salary.

"A one-year suspension from office without pay is a much more serious financial penalty."

Proxmire's bill stems from the recent conviction of 27 heavy electrical equipment manufacturers and executives, including General Electric and Westinghouse, in which some corporation officials were given 30-day jail sentences in addition to fines.

None of the jailed corporation officials can be barred from holding office by the anti-trust laws, and can only be removed by the corporation itself.

Disneyland



IN DISNEYLAND, U. S. A. where every youngster's dream is possible, Teamster members of three Southern California local unions turn the wheels that bring to life the delightful story-book legends of fact and fancy. Teamster jobs in this Magic Kingdom of imagination and history include the piloting of submarines and boats, operating monorails, trains and the driving of the world's most unique collection of pioneer automobiles and trucks.

Members of Local 399 wrangle and care for the horses, burros and mules.

Members of Local 88 park the thousands of cars that come from all over the world to see the fabulous Disneyland, control all rides in the park and perform the backstage warehouse duties.

Members of Local 235 are charged with maintenance of clocks, registers, coin machines and the vintage music boxes, hand-cranked movie machines and shooting galleries.

UNUSUAL JOBS

There are many unusual and specialized tasks which are performed by



Frontiersman Homer Holland, a member of Local 88, gives John Elliott, a young park visitor, a tip or two about how to operate compressed air guns at Disneyland's shooting gallery in Frontierland.

Teamster members in Disneyland. Perhaps the most unique and demanding of these is the care of machines in the big Penny Arcade on the park's Main Street—the first attraction on the giant Midway.

The Arcade has been divided into two sections. One houses contemporary coin-operated machines while the other features a valuable collection of antique music boxes, crank-and-look movies and other old time penny machines.

ANTIQUEVILLE

Just behind Main Street in Disneyland in the maintenance and construction area is a compact shop where Teamster members refinish and keep the antiques running the way they used to. Because some of the music boxes and coin-operated machines are over 100 years old, parts have to be hand crafted. The park's superintendent of

maintenance for this section of Disneyland says that the antiques are "so well made that they require only good care in most cases."

The job Teamsters do in maintenance work and repair calls for some extra things other than being experts in mechanical areas. Teamster members employed at the park must also have an ear for music so that the hundreds of valves, stops and mechanical contrivances running the music boxes will be in tune after cleaning and adjustment.

There comes a time, however, when some of the old timers are past the help of maintenance and have to be completely rebuilt from the valve up. And this job, too, is done by Teamsters.

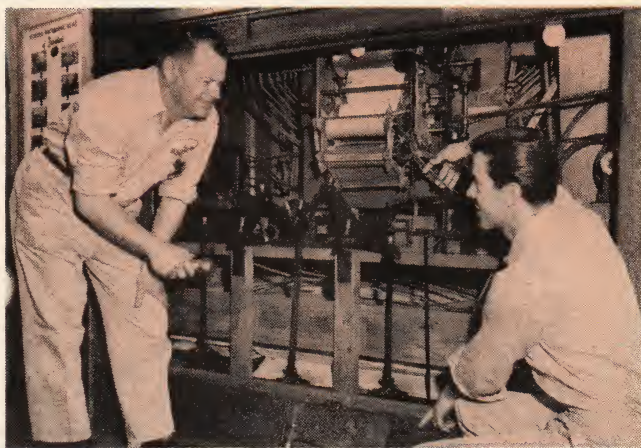
WRANGLERS

Members of Local 399, Studio Drivers, are said to be the last of the

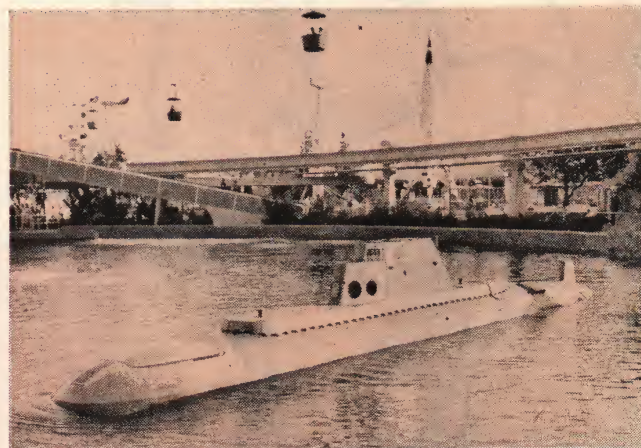
Pack mules under the watchful eyes of Guy Nunnally, left, and Art Chapman, both Teamster members, prepare to take kids for 10-minute trip over man-made mountains for a spectacular view of Nature's Wonderland.



Maintenance workers Roger Williams, left, and John Vozar, members of Local 235, work on 100-year-old Wurlitzer Piano Organ in the park's penny arcade. The antique is in original condition and runs perfectly.



Tomorrow's transportation becomes commonplace today in Disneyland. Shown here are two trains of the Disneyland-Alweg Monorail System, America's first passenger carrying monorail. Part of the journey on the "highway in the sky" takes passengers above coral lagoon in the park.



One of Disneyland's main attractions for both old and young is the real down-to-the-bottom submarines that give visitors a tour of the seven seas. Here, the Ethan Allen, one of eight subs in the park, makes ready to dive into the coral lagoon. There are six subs in park.

teamsters in the Teamsters' Union. They care for and drive the 195 horses and mules that call Disneyland home. The animals pull streetcars and surreys on Main Street and are also used for Pack Mule trips through Nature's Wonderland in Frontier-land.

The livestock is worked on four-hour shifts and their stables regularly inspected by the SPCA. The animals and their homes receive the best possible care.

Perhaps the most unusual jobs and maybe the most fun, are the positions of Local 88 members. These Teamsters operate horseless carriages, five trains, fire engines, a paddle-wheel steamboat, three-masted sailing vessels, rafts, keelboats, modern monorails, submarines, a simulated rocket that travels to the moon, flying elephants, automobiles and trucks. They even operate highly imaginative children's rides, a skyway, bobsleds and

other out-of-this-world equipment enjoyed by persons of all ages.

Teamsters also get a lot of variety in their work at Disneyland. Operators move from ride-to-ride. They are especially trained and are hired for their personality since many of the attractions require a running narration. All operators are encouraged to improvise on their "pitch" in order that ride repeaters will hear something different each time.

All of the rides are tracked. That is, the vehicle is mechanically secured to rails. Exceptions are the keel boats, canoes and rafts.

Many different kinds of locomotion are employed. Diesel, diesel-electric, steam, internal combustion and straight electricity are used to power rides.

Most of the trains, early horseless carriages, surreys and other antiques

are recreations built to exacting scales in the Disney studios.

All of the modern, storybook and purely imaginative rides, including the design of the monorail coaches, were created and built by Disney designers, engineers and craftsmen.

Over 1500 people are employed regularly at the park. Some 4,000 work at the Magic Land during the peak season. Workers at the park represent over 188 different crafts with many occupations being almost extinct today.

Over 20 million people have visited Disneyland from throughout the world. Amazed, intrigued and charmed have been kings, princes and presidents. Strangely enough, adults far outnumber the small fry who visit the fabulous park. One adult visitor summed his visit up this way: "Now they ought to build one for the kids."

Robert Donald readies mine train for its trip through Nature's Wonderland at Disneyland. Bob is a member of Local 88 in Los Angeles and gives park visitors a glimpse of real wildlife during their train ride.



Shop Steward Frank Reynolds chats with Local 235 secretary Pete Kurbatoff as he moves one of the refinished gondolas out on the Skyway ride line to the Tomorrowland area adjacent to the Rocket in background.



Tom Ballantine, a member of Local 399, poses with friend Rocky at Disneyland where he has been employed as a Teamster and wrangler since the park opened some five years ago. The streetcar is so well balanced that it can be pushed by hand.



Lovely Pat Henderson, one of the many pretty Local 88 members, is ready to guide the Lady Guinevere through Storybookland in Fantasyland. This Kingdom within a Kingdom is an outstanding example of Disney studio artistry and ingenuity.

Teamsters Back Plan to Provide Federal Assistance to Education

"The most important single issue facing the United States today, other than the cold war, is Federal aid to education," Sidney Zagri, Teamsters legislative counsel, testified last month before the Senate Education and Labor Committee.

The General Executive Board of the Teamsters Union, Zagri told the Senate Subcommittee, has endorsed President Kennedy's program for Federal assistance to public schools and colleges.

Kennedy's program provides the following:

- Five years of Federal financial assistance to elementary and secondary schools for school construction and teachers' salaries with \$26 million the first year.
- A five-year program of Federal low-interest, long-term loans to colleges for the construction of libraries, dormitories, laboratories, and other facilities with a \$1.5 million authorization.

Zagri praised the bill, which like all other legislation that the Kennedy Administration has sent to Congress is very moderate. However, he said that it did not go far enough, and that, insofar as it does go, it contains obvious shortcomings.

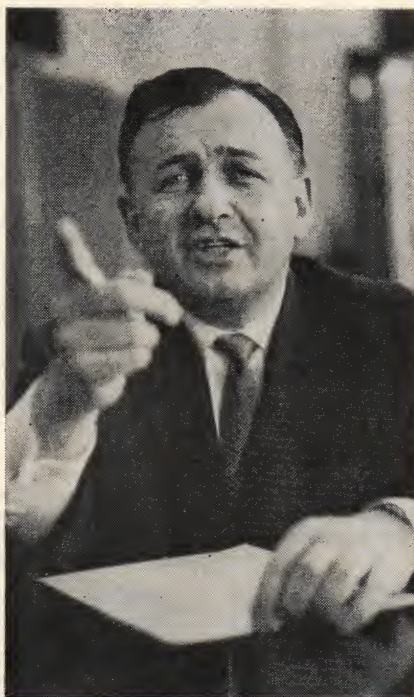
The Teamsters Union, Zagri said, would support an amendment that would establish a nationwide minimum standard of \$540 per student for public education through Federal and local contributions.

Another amendment suggested by Zagri was that the formula for allocating Federal funds to the states be on the basis of total school population rather than just total public school attendance.

President Kennedy supported this type of formula while a Senator last year, but is presently opposed to it. Last year's Federal aid to education bill was supported by the Teamsters Union. Senator Patrick McNamara of Michigan was its author.

Zagri summarized Kennedy's education program this way:

"It is a very modest beginning, particularly when it is recognized that the sum recommended is to be divided between building construction and



IBT's Sidney Zagri

teachers' salaries. The impact upon the total problem will be minor. Its real importance lies in the fact that for the first time the Federal government will assume its rightful responsibility in sharing the costs of the educational system of this country on a comprehensive basis."

The propaganda used by opponents to Federal aid to education was exploded by Zagri. The opposition constantly harps that the Federal government will control the entire process of public education.

Zagri pointed out that the exact opposite would occur under the provisions of the Kennedy program. He said that the state and local school boards are presently losing the confidence of parents largely because the state and local governments do not have the funds available to provide the necessary educational facilities.

With Federal funds to assist these groups, Zagri said, parents' confidence in their school boards' ability to provide the necessary facilities will be restored. He also emphasized that improved education for American youth is necessary to national security.

Migrant Workers' Plight Is Told

The National Sharecroppers' Fund said last month that the average migratory farm worker will earn less than \$900 and will be unemployed for six months in 1961.

In its annual report, prepared by Executive Secretary Fay Bennett, the Fund reported that in 1959 the average migratory worker worked only 138 days and earned only \$829.

The report pointed, however, to several recent signs of progress. "Impressive headway in raising the wages of farm workers was made in California last year as a result of the work of the Agricultural Workers Organizing Committee, AFL-CIO."

In the nation's capital, "liberal Congressmen succeeded—for the first time—in checking the corporate farm bloc when the Mexican Farm Labor Program came up for extension." The report said that public support for measures to end the poverty and neglect of farm workers was greatly enhanced last year as millions of Americans first learned of their needs from such television programs as the CBS Reports "Harvest of Shame."

Federal legislation to end the long exclusion of farm labor from the nation's social and labor legislation marks a new awareness of the problem, according to the report. In 1960, the Senate Subcommittee on Migratory Labor heard testimony on bills to extend minimum wage and child labor provisions of the Fair Labor Standards Act to agriculture, require the licensing of farm labor contractors, provide loans for improved housing for migrants and grants to help meet the costs of educational programs for migrants and their children.

On the debit side for 1960, the report points out: "The sudden attempt to evict Negro sharecroppers and tenant farmers in Tennessee's Fayette and Haywood counties shortly after they had asserted their right to vote, dramatically illustrated the precarious situation of these people. Despite formal emancipation a hundred years ago, Southern rural Negroes have been kept in virtual servitude by a vicious cycle of poverty and indebtedness."

The National Sharecroppers' Fund, which issued the report, has been working in the field of farm and migratory labor for twenty years. Dr. Frank P. Graham is chairman of the Fund.



Tumult in Transportation

TUMULT is properly described as commotion or agitation with great uproar and confusion of voices. This is an appropriate description of what has been current within transportation in recent years. More and more the confusion of voices is reaching those outside the immediate family of transportation. As a result the American people may be asked to make decisions of great consequence, unfortunately without an adequate background to assure sound judgment.

How many otherwise well-informed people have any sound understanding of the actual functioning of transportation in this country today? All of the available evidence indicates "not many" and yet transport is the foundation of our economy.

Misconceptions? A great many.

Misinformation? An abundance.

Real understanding? Very little.

These are challenging statements, particularly so when addressed to this readership. Yet I think they are susceptible of proof.

Perhaps a few questions which you might answer quickly by consulting your impressions will serve as a con-

fimation or denial of the basic assertion just made. Let me offer them in the form of statements on which you should rate yourself as agreeing or disagreeing.

- 1) Transportation is "in trouble."
- 2) Trucks are now the major reliance in distribution.
- 3) Trucks enjoy a great advantage in that they are subsidized.
- 4) As a national policy, we should not permit any one form of transportation to own and operate any other form or forms of transport.
- 5) Piggyback is new and growing rapidly because it is a technological innovation.

Many other such conceptions might be offered for examination but these will suffice.

Whatever your opinions may be, there are several reasons why you hold them and it might be interesting, a bit later, to inquire into these reasons.

1. Transportation Is "In Trouble"?

There are problems in transportation, as in most business activities. In transport, for example, a major problem is commuter service. Others in-

clude re-location of industries with accompanying dislocation of traffic flow, some problems of finance, duplicating facilities and technological changes.

Most of the complaint about being "in trouble" emanates from railroads. It might be interesting to examine this complaint and to ask: are they presently "in trouble?" It seems to me there is a split answer with an interesting background.

The answer is "some railroads are in trouble." Railroads as a whole have historically been "in trouble." Today they are actually in better shape than they were in before emergence of the trucking industry, principal public whipping boy for their "trouble."

The plain fact about railroads in this country is that too many of them were built, not as engineering projects responsive to transportation needs of a developing country but as stock-jobbing promotions designed to line the pockets of speculators. This profligacy resulted in economically indefensible duplication of facilities and has plagued some railroads since their inception.

Mileage in bankruptcy or receivership is a good test of railroad "trouble" and it has been a recurring situation since 1894—long before truck competition. In that year 40,819 miles or 22.8% of all railroad mileage was in the hands of receivers. In 1905 it dropped to 796 miles; by 1916 was back to 37,353 miles (14.7%); by 1928 back down to 5,236 miles,



This article was written by Welby M. Frantz, chairman of the board of the American Trucking Associations, Inc. The article originally ran as a public service advertisement in the March, 1961, issues of Harper's Magazine and the Atlantic Monthly. Mr. Frantz is also executive vice president of Eastern Express Trucking Co.

thence up to a post-depression total in 1939 of 77,013 miles or 32.8%.

Today the figure is less than 500 miles, with no major road involved, although the past history of bankruptcy and receivership is replete with familiar big names.

This long history of "trouble" should clearly indicate the chronic nature of such problems as the railroads have. The significant fact is that motor transport can hardly be blamed as the cause in the light of pre-motor truck competition history.

In this connection the following facts should be noted. In 1929, the year of maximum ton-miles prior to World War II, the railroads accounted for 450 billion ton-miles. They reached a maximum of 741 billion in the war period. In the ten years, 1950 to 1959, their ton miles averaged 605 billion; in the five years 1955-1959 the average was 606 billion. Both averages show long-term expansion, a fact which should not be overlooked.

If it should seem to anyone that there is some sort of paradox involved in the contention that railroads are doing better in freight hauling today when confronted by motor carrier competition than they did prior to it, it is well to remember that competition is indeed a spur. Faced for the first time by a rival mode which could do as good or better job than they could, the railroads set about to improve their service, sales methods and customer relations. One of the greatest contributions of the independent trucking industry over and above its own service has been the general improvement in rail service to meet its competition.

2. Trucks Are Now the Major Reliance in Distribution?

This statement is true. In recent years, the movement of products in agriculture and industry from point of production to ultimate consumer depends far more heavily on trucks than on railroads.

And tomorrow and in the foreseeable tomorrow lying ahead, this shift to major dependence upon trucks will intensify with the increase in population and the further dispersal of industry geographically.

Trucks presently are hauling 38% and railroads 28% of intercity tons of freight (not ton-miles) with 24% being hauled by other modes such as pipelines and water carriers and 10% being hauled jointly by various modes.

In terms of total ton-miles (a ton-mile is the hauling of one ton one mile) railroads are still dominant, thanks importantly to their heavy volume of such items as coal, grain, ore, heavy machinery and the like. But for the successful operation of modern industrial production and for reaching the consumer directly and through intermediate outlets, the major dependence today is upon motor truck service.

3. Trucks Are Subsidized?

The answer to this charge is found in the report published on December 15, 1960 under the title "Subsidy and Subsidy-like Programs of the U. S. Government." Described as "Materials prepared for the Joint Economic Committee, Congress of the United States" this official study had this to say, in full, under the heading "Motor Carriers":

"Whether the extensive expenditures on highway and street improvements constitute a direct subsidy to the motor carrier industry has been widely debated. Representatives of the motor carrier industry have contended that through registration fees, gasoline taxes and other charges which have gone into the construction of public roads, the industry has met all the costs properly attributed to it. This is denied by railroad spokesmen.

"Studies sponsored by the Federal Coordinator of Transportation indicate that for the periods studied, 1932 and 1934, the motor carrier industry as a whole was not the recipient of

any form of public subsidy. However certain parts of the industry, such as farm trucks and trucks of 1½ tons and less, did not meet the costs assigned to them."

That is the entire comment in the 80-page report on subsidies. It should also be noted that, since the years studied, taxes levied against trucks have moved very substantially upward in the face of relatively little road-building compared with the period of the twenties. No construction of any consequence was undertaken during and immediately after the war. And the postwar building of the national system of interstate and defense highways now in progress finds truck operators paying nearly 40% of the total cost.

4. National Policy Should Permit Common Ownership?

Only the railroads among all forms of transportation seek the privilege of owning and operating competing types of transport. Many organizations of shippers, agricultural, industrial and commercial, as well as carrier organizations, either are opposed to this proposal or favor it only with enforceable safeguards to assure competition and sound development of all modes.

For several years, and with increasing tempo, railroads have been urging that they be given the right to acquire, by establishment or purchase, operations in other fields of transportation, most particularly in truck transport. Presently they are allowed to operate trucks as supplementary or auxiliary to rail service, and some all-motor operations, under grandfather rights and special circumstances. Given complete freedom to own truck lines, these presently limited operations could be expanded immediately, and without hearing process.

The Congress, at the time of passage of the Motor Carrier Act, 1935, had little difficulty in deciding to reserve motor transport to independent businessmen. It understood thoroughly the danger of impeding its development by permitting railroads to enter freely into this new form of transport.

The Chairman of the subcommittee of the House Committee on Interstate and Foreign Commerce said, as quoted in the Congressional Record:

"I will say in this respect that it is the intent, and it is important to the welfare and progress of the motor carrier industry, that the acquisition



"All my life I've wanted to be a truck driver."

of control of the carriers be regulated by the Commission so that the control does not get into the hands of other competing forms of transportation, who might use the control as a means to strangle, curtail or hinder progress in highway transportation for the benefit of the other competing transportation."

It is obvious from a review of the proceedings that the Congress then felt that the railroads were not to be trusted to free lance within the motor carrier field. It is probable that students of transportation in both houses had in mind the railroad performance in the boat line case of previous years. In that case, known as "Lake Line Applications Under Panama Canal Act," the Interstate Commerce Commission had before it petitions from various railroads owning or having an interest in water lines operating on the Great Lakes. In denying the petition for continuation of this relationship, the Interstate Commerce Commission said:

"These boat lines under the control of petitioning railroads have been first a sword and then a shield. When these roads succeeded in gaining control of the boat lines which had been in competition with paralleling rails in which they were interested and later effected their combination through the Lake Line Association by which they were able to and did drive all independent boats from the through lake-and-rail transportation, they thereby destroyed the possibility of competition with their railroads other than such competition as they were of a mind to permit.

"Having disposed of real competition via the lakes, these boats are now held as a shield against possible competition of new independents. Since it appears from the records that the railroads are able to operate their boat lines at a loss where there is now no competition from independent lines, it is manifest that they could and would operate at a further loss in a rate war against independents. The large financial resources of the owning railroads make it impossible for an independent to engage in a rate war with a boat line so financed."

Many believe there is no valid reason to suppose that if the railroads are permitted to pick and choose those places in the country where they would engage in motor carrier service in competition with the independent motor carriers, the eventual outcome

would be any different from what it was in the boat line case.

5. Piggyback is New—a Technological Innovation?

Piggyback is not new. It pre-dates 1930.

Properly utilized, notably as an instrumentality for coordination between certificated carriers, piggyback has certain transportation advantages. Improperly handled, as many believe much of the current traffic is, it can well be destructive of the fundamental principles of freight-rate construction.

To understand why, it is necessary to examine the basic system of freight charges, designed to develop and protect markets and commodities, insure equality of treatment between shippers and regions, and promote growth of a sound transportation system. Under this fundamental technique, all freight is classified, important yardsticks being value and density. Each classification, in turn, has a rate applied to it, the formula of rates being first class or multiples thereof, percentage fractions of first class, and commodity rates.

It should be understandable that while the cost per mile of operation of a rail car or a highway unit might be identical for hauling a product of low value and for hauling a shipment of gold, for example, the rate charged for hauling the gold would and should be higher, as it is. Therefore, on bal-

ance, the total revenue of any carrier, rail, water or motor, consists of contributions from high-rated traffic and low-rated traffic. All income is derived from rates determined by classification.

Much of piggyback traffic today is based on ignoring this classification. A railroad will accept a loaded trailer for a flat fee, regardless of what it contains, if it is offering certain piggyback services. The trailer might be filled with low-rated commodities or it might be carrying electronic equipment—the charge is the same.

Evidence in a recent action in connection with piggyback cited by an ICC examiner indicated that the level of some of these piggyback rates was as low as 11.6% to 16.4% of first class rates. In spite of these preposterous levels, the goods, if handled separately, might actually be classified as 150% of first class or more in the current classification. Moreover, piggyback service is much faster than the more expensive service subject to classification.

The market implications of such a practice can be judged at once if one will consider the plight of a small business firm, not having sufficient volume to ship piggyback, compelled to pay the same railroad ten or twelve times the freight charges enjoyed by a competitor big enough to use piggyback under these bargain-basement



"I suppose that's the end of my driving instruction."

floutings of the classification principle. How long can he compete in the market place under these terms? And does this technique truly protect commodities, shippers, regions and markets?

From the standpoint of the railroads, how long can they maintain this departure from sound transportation practice? What if shippers generally demand that their volume shipments move in trailer by piggyback instead of in box cars under commodity or class rates? In that event a serious erosion of rail revenue, plus enormous demands for expedited service as now given piggyback, is inevitable. Many believe that while piggyback with its low rates might be a good device to attack competition, it is far from a sound technique by which to operate a railroad.

Why These Misconceptions About Transportation?

No one need feel chagrined at the quality of his ideas on any of the subjects here discussed. In the first place, railroads have been with us for 130 years, are completely familiar, and at one time were the key transport facility.

For years they have skillfully and energetically presented their viewpoints to the public, directly and through others. Among these viewpoints are these: that railroads are the backbone of transportation; that competitors are subsidized; that their growth is stifled by the dead weight of bureaucracy while competitors, inferentially at least, are unrestrained and, increasingly since 1950, that railroad-ing is a "sick" industry and unless something is done, and soon, they cannot continue to operate.

The Outlook In Transportation

Problems of all kinds will continue to face transportation lines, just as they will confront all business. But in an expanding economy, the outlook for all forms is good.

Truck transportation potential to serve is most substantial, as indicated in earlier comment. Air transport cannot help but benefit from a rapid expansion of both passenger and freight business, with the latter especially promising. With new technology now being employed, water borne traffic can look forward to a bright future.

What about the railroads? Some of the foregoing might seem to point to

a gloomy future for the American railroad system. Whether the future is bright or dim depends largely upon the reaction of management to changing conditions in our economy. Historical attitudes must be re-examined and a far more sustained and penetrating inquiry made into operating practices and interrelationships.

Only recently have the railroads renewed their interest in mergers designed to eliminate costly and duplicating facilities and service. For more than thirty years, experts in and out of government have urged them to take steps which almost any other form of business enterprise would long ago have taken to adapt itself to changing conditions.

A prime example is coordination of service with other types of transport, just as they now cooperate with each other. No Congressional approval is needed for such action, they can do it

now. Instead they appear to have decided, largely, to forego this opportunity in favor of an all-out attempt to take over other types of transport, the development of which they have fought vigorously to thwart. It is difficult to believe that this country will allow rail corporations with a total investment in excess of \$27 billion in rail facilities, to move into competing forms with all the disruptive and monopolistic implications of such entry.

There is tumult in transportation, with great uproar and a confusion of voices. This comment is offered in the hope that it will assist in making the situation clearer and such issues as exist, more sharply defined. We need sound, economical and efficient transportation, more urgently today in the light of the Soviet's economic upsurge than ever before. We may not achieve it until and unless the underlying facts are understood.

Safety Belts Prove Worth

The automobile seat belt is the most effective device for preventing serious injuries and deaths that has been developed in recent years, according to the labor department of the National Safety Council.

When cars crash into each other, a tree, or some other object, the driver and passengers, without seat belts to hold them, fly forward until they hit something solid. They may be thrown out when a door opens and hit the ground or the pavement; or they may stay in the car and be slammed against the windshield or dashboard. The chances of being killed are five times greater when hurled out of a car than in being thrown around in the car.

A seat belt prevents a passenger from being hurled out of the car or banged around in it. Drivers and passengers who wear safety belts are 35 to 60 per cent safer in a car than are people without belts.

A seat belt has a distinct advantage in case a car catches on fire or is submerged in water after an accident. Since a belt holds a driver or passenger in place in the car, the chances of being knocked unconscious and burned to death or drowned are greatly lessened. A belt can be instantaneously released by a conscious person with a flip of the hand.

Only belts meeting the standards of the Society of Automotive Engineers

should be purchased. The installation also should be in accordance with the SAE specifications.

The only sure way to get full value from automobile safety belts is to develop the habit of fastening the belt on getting into the car, even before turning on the ignition switch. They are useless unless worn whether going a few blocks or on a long trip. It's a fact that most people are killed within 25 miles of their homes. Furthermore, belts should be worn whether driving at low or high speeds. Most fatal accidents occur at speeds under 40 miles an hour.

"I urge all union members to equip their cars with safety belts for the protection of themselves, their wives and children," states Lloyd Utter, vice president for labor of the National Safety Council.

"Last year 5,000 men, women and children, many of them members of union families, would not have died in traffic accidents if they had been using a seat belt. Furthermore, many more thousands of members of union families would not have been hurt or seriously injured."

Under no circumstances are seat belts a substitute for knowing and observing traffic rules and regulations. Belts only reduce the possibility of a more serious injury or being killed, but do not prevent an accident.

Rise Is Reported In Foreclosures

The Mortgage Bankers Association of America reported last month that delinquent mortgage loans had reached the highest rates since they were first compiled in 1953.

Meantime, Congressman Albert Rams of Alabama introduced a bill in Congress that would establish a 12-month moratorium on mortgage foreclosures.

Sidney Zagri, Teamsters legislative representative, proposed such a law as an amendment to President Kennedy's bill temporarily extending unemployment benefits to the unemployed workers in the nation.

This is one of the anti-recession measures that the Kennedy Administration is urging Congress to adopt to stimulate the nation's economy out of the present recession, which is considered the most serious since the Great Depression of the 1930's.

Meantime, Wall Street reported that despite the recession, bankers profits in 1960 increased \$429,000,000 over 1959 profits. This represented an increase from 7.9% to 10% in the ratio of net profits to average capital accounts.

Stockholders received an increase in dividends of nearly \$50,000,000 in 1960. In 1959 the banks paid \$690,000,000 in dividends, and in 1960 \$731,000,000.

Former President Dwight Eisenhower's tight money-high interest rate policies provided a built-in profit for all money lenders. These policies were strenuously opposed by Teamster Union officials, and are being reversed by the Kennedy Administration.



"Congratulations, you're the first low-income taxpayer to find a loophole in our regulations!"

Intercity Truck Tonnage Shows Gain Of 3.5% Over Volume for 1960

Intercity truck tonnage in the week ended March 4, was 3.5 per cent ahead of that of the corresponding week of 1960, and 8.8 per cent greater than the volume for the previous week of this year, the American Trucking Association announced last month.

Observance of the Washington Birthday holiday by many businesses during the earlier week contributed to the week-to-week gain; nevertheless this rise is larger than that found in the same period in past years. Except for year-to-year changes affected by holidays, this week's increase is

the first since that of the week ended November 5.

These findings are based on the weekly survey of 34 metropolitan areas conducted by the ATA Department of Research and Transport Economics. The report reflects tonnage handled at more than 400 truck terminals of common carriers of general freight throughout the country.

Compared to the preceding week, 30 metropolitan areas registered increased tonnage while only 4 areas registered tonnage decreases. Far West and northeast point showed the most sizable week-to-week gains.

Percentage Change in Tonnage at Truck Terminals in Selected Metropolitan Areas for the Week Ended March 4, 1961

	Change from year ago	Change from previous week
BOSTON	+17.3%	+16.8%
NEW YORK	+21.6	+16.8
PHILADELPHIA	+12.6	+13.4
BALTIMORE	+20.9	+17.5
ATLANTA	+15.7	+8.4
RICHMOND	+11.8	+5.6
CHARLOTTE	+37.0	+7.2
JACKSONVILLE	-4.2	-7.4
BIRMINGHAM	+11.1	+5.5
BUFFALO	-13.2	-1.9
PITTSBURGH	-6.3	+10.3
CLEVELAND	-20.2	+7.6
CINCINNATI	-13.1	+5.5
LOUISVILLE	-5.9	+1.5
DETROIT	-30.1	+7.5
INDIANAPOLIS	-4.9	+4.2
MILWAUKEE	-10.1	+8.8
CHICAGO	+3.9	+4.2
MINN.-ST. PAUL	+10.2	+6.4
ST. LOUIS	-0.2	+6.5
MEMPHIS	+5.1	+6.5
NEW ORLEANS	+10.3	+13.5
OMAHA	+0.5	-2.5
KANSAS CITY	+10.4	+13.3
OKLAHOMA CITY	-3.1	-5.5
DALLAS-FT. WORTH	+8.8	+9.4
HOUSTON	-3.8	+4.1
DENVER	+13.4	+2.1
ALBUQUERQUE	+1.5	+2.5
SALT LAKE CITY	+22.3	+20.8
SEATTLE	-0.8	+20.3
PORTLAND, ORE.	-0.1	+20.2
SAN FRANCISCO	+3.5	+29.9
LOS ANGELES	+1.6	+9.3
34 Metropolitan Areas	+3.5	+8.8

ICC Procedures Provide Annual \$100 Million Subsidy to Railroads

The Interstate Commerce Commission's favoritism for the railroad industry was dramatically exposed last month with the disclosure that the Federal government is overcharged \$100-million annually with the apparent blessing of the ICC.

William Henderson, executive vice president of the Parcel Post Association, testifying before the House Post Office Subcommittee, accused the railroads of overcharging the Federal government \$3-billion in the past 46 years. This is being done with the knowledge and approval of the ICC.

Henderson's organization, representing thousands of small shippers, along with trucking companies and the Teamsters Union, and many thousands of mail users are seeking to force the railroads to comply with the Railway Mail Pay Act of 1916.

Section 557 of this Act provides as follows:

"The Postmaster General shall from time to time request information from the Interstate Commerce Commission as to the revenue received by railroad companies from express companies for services rendered in the transportation of express matter, and may at his discretion, arrange for the transportation of mail matter other than that of the first class at rates not exceeding those so ascertained and reported to him, and it shall be the duty of the railroad companies to carry such mail matter at such rates fixed by the Postmaster General."

"The Postmaster General," the influential *Washington Post* reported, "has made repeated efforts to obtain this information, and has always been rebuffed by the Interstate Commerce Commission."

Teamster officials were quick to point out that the \$100-million-a-year overcharge is a subsidy to the railroads that must be paid for by American taxpayers, despite protests by railroad officials that airlines, trucking companies, barge lines and other competitors of theirs are subsidized.

The railroads are always the first to protest, and ICC the second when charges are made that the ICC is railroad oriented. The fact that the

ICC has refused to cooperate with the Postmaster General to prevent the railroads from overcharging the American public renders their protest hollow.

Congressman George Wallhauser of New Jersey has requested that the Department of Justice investigate the ICC's refusal to cooperate with the Postmaster General. However, the Department of Justice told the *Washington Post* that there is no criminal violation on the part of the ICC for failing to comply with the law.

Aaron Hoffman, a New Jersey freight forwarder, joined Henderson

of the Parcel Post group in charging the ICC with providing "a \$100-million-a-year subsidy" to the railroads by not complying with the law.

Henderson testified that the \$100-million-a-year subsidy is "bleeding" parcel post services, "an essential, but already-dying service for the people."

He cited statement by William Johnson, president of REA Express, (formerly Railway Express, a co-op owned by the railroads) that REA Express intends to seize and monopolize the small-shippers industry.

Henderson charged further that REA Express is presently engaging in widespread rate-cutting to eliminate its small competitors one by one, and gain its desired monopoly. The destructive rate-cutting is subsidized by the \$100-million-a-year overcharge on mail, which is provided by the ICC.

Detroit to be Site of First Combined Truck Rodeo and Safety Meeting

Detroit—the motor city—will be the site August 13-17 of the first combined National Truck Rodeo and annual meeting of the Council of Safety Supervisors of the American Trucking Associations.

The two events, which have always been held separately in the past, were combined to "help the truck fleet safety man conserve on travel time and expenses and to provide one big trucking industry safety affair which will better serve his needs," according to Program Chairman Finley S. Lake,

safety director of Interstate System, Grand Rapids, Mich.

The Rodeo will get underway Sunday, August 13, in Cobo Hall, with registration and written examinations, Mr. Lake said. Semifinals will be held Monday and Tuesday, with the annual Rodeo Drivers' Banquet scheduled for Tuesday evening. Finals will take place Wednesday evening.

Tentatively four classes of competition will exist in the Rodeo this year. Representing the major types of trucks used in the nation, they are the straight, or delivery truck; four and five-axle tractor trailers; and tank truck. The top three semifinalists in each of these classes will compete in the finals.

In another change from last year's Rodeo rules, champions of the various classes of competition in the 1960 Rodeo will not automatically defend their titles this year, but will have to enter state Rodeos and win championships there to enter the national event.

As in the past, winners in each of the four classes receive \$50 monthly for a year from ATA, while runners-up are awarded \$30 monthly. In addition, the national champions are awarded large trophies which they retain for a year. Small permanent trophies are awarded to both the national champions and the runners-up.



"How long have you been in the automation division . . . I keep getting a recorded message."



DEFENSIVE DRIVING SAVES LIVES

DEFENSIVE driving is a technique that is almost second nature to professional drivers. It has to be because their livelihood depends upon the split-second decisions they make every day on our highways and city streets. These decisions would become less critical and emergency problems less frequent if the passenger car highway user would take the time to acquaint himself with the principles of defensive driving.

What to do and how to do it in situations of real emergency is often the difference between living or dying. For example, what would you do in this situation:

You are driving up a blind grade and the car following you decides to pass before you reach the top of the hill. When he is abreast of your car another vehicle suddenly pops up over the top of the grade presenting an immediate collision problem. At this point the driver attempting to pass you cuts in sharply to his right, setting the stage for a three-car smash-up. You have a second or two to act.

According to most accepted defensive driving rules, you should do one of three things: Turn to the right with the offending driver if there is room on the shoulder of the road or a shallow ditch that will afford you little danger of turning over. Or, if in this situation the car passing you is at least half-way by, apply your brakes strongly to give him room to move in ahead of you. If there is no room on the shoulder or any other safe place to go on your right, and the other car is not at least half-way by you, the moment of impact should be as glancing as possible and at the slowest speed possible. Applying your brakes as strongly as you can without losing control of your car, and at the same time turning slightly to the right, will reduce the possibility of a fatal accident.

In the April issue of *Coronet* the life-saving art of defensive driving is discussed at great length in an article entitled "Driving Tricks that can save your Life."

The article presents 14 basic emergencies which are often encountered by highway users and suggests their solutions based upon the recommendations of seasoned professional drivers. Here are three driving emergencies and how they can be coped with:

1. As you round a curve and travel down a two-lane road, a road block extends across both lanes, blocking your path. You're going too fast to stop instantly. How can you stay alive?

Use your brake to slow down gradually as you swerve off the road, picking the softest spot to hit—a wire or wooden fence, an embankment, whatever will absorb impact with the least violence to you.

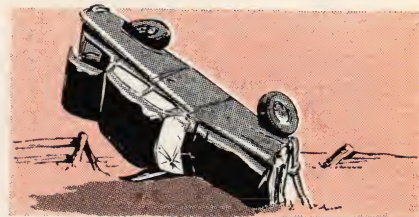
2. In heavy traffic at high speed, you have a blowout in your right front tire.

Fight the impulse to brake! Grip the steering wheel with both hands with all your strength to keep it from tearing loose. Gently feed gas in short spurts; it may help you regain control by lifting the weight off the dragging tire.

Your car will start lurching toward the right. Avoid jerking it to the left or the car may turn over. Steer in a straight line. When you have the car under control, start touching the foot brake lightly to slow the car down.

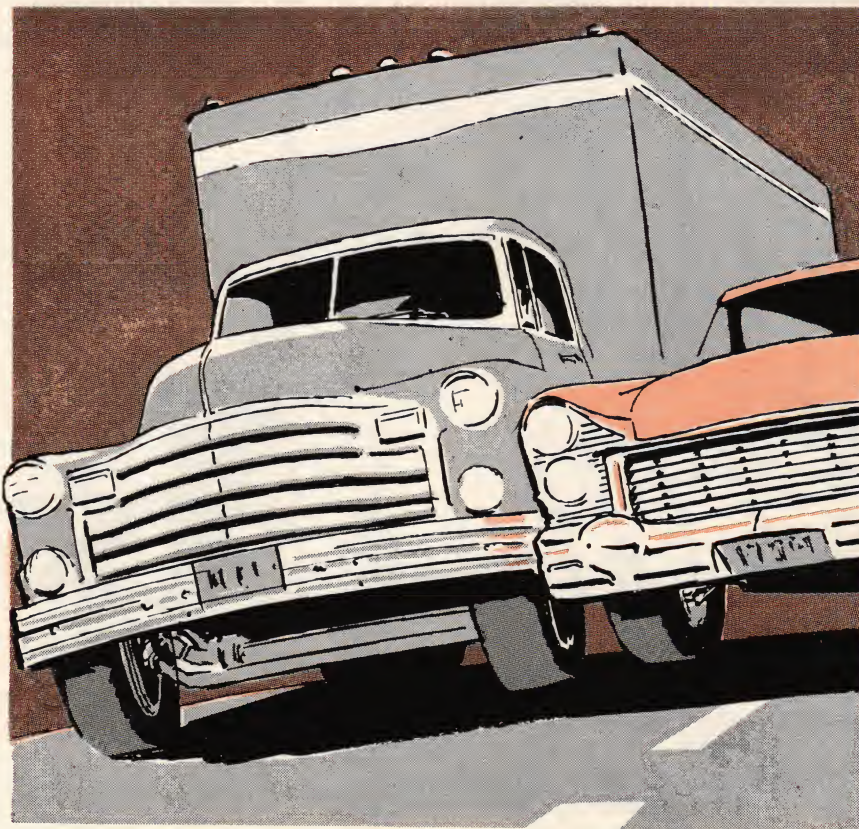
If you hit your brake hard after the blowout, the forward part of your car

will drop causing the wheel's rim to bite into the pavement which may result in your turning over. Blowouts underline the importance of keeping both hands on the wheel as firmly as possible so that you can steer safely.



3. You hit a curve too fast at a sharp angle, realize you have only a thread of control and become panicky as you see a cliff on the right.

Start braking slowly in spurts and take the curve flatter, crossing over to the left side (provided there is no other traffic in the left lane). Shift down to a lower gear if you can. If you suddenly slam on your brakes with the wheels turned, you could roll over.



'The Pajama Crowd'



With the American trucking industry being constantly pressed for faster and more flexible over-the-road transport, the industry seems to be stepping up its sleeper-cab operations from coast-to-coast. As one major carrier spokesman put it: "Expanded sleeper operations may well serve as a sound answer to some of the problems our industry faces in an age of automated service."

Facts and figures show that truckers are concerned with automated service and are at least trying out an expanded sleeper fleet. Just five years ago there were only a few hundred sleeper operations on regular schedules running over specific routes. Today, the number has more than tripled.

The Teamster sleeper truck driver is perhaps the most unique figure in the American trucking industry's over-the-road transport.

Unlike most of the long line truck pilots who command the nation's highways from dusk to dawn, the sleeper driver is never alone. He is one-half of a team that may fight ice and snow on Mt. Shasta and blistering heat on the floor of Death Valley in less than 24-hours.

Trucking equipment assigned to a sleeper team provides the operator with more use-factor than any of his other vehicles. A sleeper rig rolls 24-hours a day, seven days a week, subtracting loading, unloading and peddle time.

The drivers of a sleeper rig do not have to delay their equipment while taking the ICC-required eight hours rest after every 10 hours of driving time. In a sleeper cab, one man sleeps while the other drives.

The work-a-day life of a sleeper team begins with a telephone call from the company's dispatcher. Since dispatchers are moody, a driver may get a "Hi, Boy, got a load for L.A. See you in a couple of hours."—or he may hear, "What happened to that marker light last trip? How come she's using so much fuel?—How about taking your foot out of the pump? Oh Yeah, I gotta load for Salt Lake. Be here in ten minutes."

When the orders are out the sleeper team meets at their terminal and pick up their bills of lading. Then the boys make up the sack—their bed away from home. Bedding and sheets for the sleeper are sometimes furnished by carriers, but many of the men prefer to furnish their own. When they furnish their own, the men alternate. One driver brings the clean sheets for the first trip and the other supplies the bedding for the second trip.



THE OLD AND NEW. Sleeper rig of early 1920's (at left) was sometimes on road twelve days, moving household furniture from one city to another. Round trip of 50 miles often took ten days. Full truck and trailer of today is 60 feet long, powered by 300 hp Cummings diesel engine. Number of sleeper operations has more than tripled in five years.

After the sleeper is made up the equipment is checked over for last minute services. Tires get "bumped," oil and fuel checked, air lines inspected and lights looked over.

Most sleeper teams agree that the driver who furnishes the bedding drives the first shift out. The length of time of the shift driven by the men is determined partly by ICC rules and regulations, and partly by each individual driver's preferences and circumstances. For example, the drivers often change "tricks" if his partner has had little sleep the night before. As a rule most sleeper drivers work shifts of about eight hours each.

Despite talk to the contrary, the sleeper driver does not sleep in his clothes. When it's his turn in the sack, he removes his shoes in the cab, climbs through the "tunnel" and often has pajamas waiting for him in his suitcase.

Once on the open road the life of a sleeper driver falls into a set pattern. He drives, eats and sleeps. The changing of the shift comes when the man at the wheel feels he's had enough and pulls into a truck stop. He gets his partner out of bed and the two go in for a cup of "Joe" or a meal. Between sinkers and coffee or ham and eggs, the men catch up on their ICC logs, which must be ready for inspection at any time, on or off the road.

There's much more to sleeper driving than just sleeping, eating and driving. Quite often sleeper team have to completely unload their 40-foot box en route and then reload it. A 40-foot trailer holds a lot of cargo, about 22 tons, to be exact.

Time is mileage and mileage is money to the sleeper drivers. When their equipment is stopped, unless it's for breakdown, roadblocks, loading or unloading, he isn't making a dime.

Because mileage makes them money, the pajama crowd lop off the miles as fast as they can without resorting to Mexican over-drive, sticks in the middle, or other practices frowned on by all responsible professional drivers. Being able to make good time while observing company safety policies, state and city speed laws and the strict rules of insurance companies, is a fine art which soon become second nature to the experienced team.

It is often asked why a professional driver wants to become a part of a sleeper operation. More money is one of the answers—but there are other answers too. Like the romance of diesel thunder and distant towns—and the siren sound of Snoqualmie and Cajon Pass. Whether it is romance, money or automated service, the fact remains that America's over-the-road sleeper operations are over their growing pains and becoming bigger with each passing month.



SLEEPER DRIVERS are often knights of the road. At left, Teamster driver assists stranded motorist. In spectacular fire near top of Mount Hood in Oregon, Teamster sleeper team helped evacuate visitors from lodge in early morning hours.

First Price Decrease in Retail In Year Is Noted in Index

Prices of consumer goods and services in U.S. cities declined by 0.1% between December and January, marking the first decrease in retail prices since January 1960, the Labor Department's Bureau of Labor Statistics reported last month.

Every major group, except medical care, either declined or was unchanged over the period. However, price decreases which exerted a major influence upon the monthly price trend were centered among commodities, especially apparel, private transportation, and food. Services as a group showed a small gain, mainly reflecting higher prices for movie admissions and medical care services.

Continuing the downward trend in evidence since November, average ap-

parel prices dropped by 1.1 percent from December to January and accounted for the major share of the decrease in the national Consumer Price Index. Nevertheless, because of a fairly steady upward price movement during much of 1960, the apparel index, at 109.4, was still 1.4 percent above year-earlier levels. Sharp price reductions in women's and girls' coats and women's suits, largely reflecting end-of-season sales, were the chief influences in the December-January apparel decline.

Food prices dropped 0.1 percent. This was attributable in large part to lower prices for eggs, fresh tomatoes, most fresh fruits, and fresh milk.

The greater than seasonal, decline of 2.5 percent in used car prices was

almost entirely responsible for the 0.2 percent drop in the transportation group index. Dealers' selling prices of new cars were unchanged over the period. Higher transit fares in a few cities accounted for most of the rise in the public transportation index.

The housing index remained unchanged at 132.3. A decline of 0.3 percent in retail prices of house furnishings was primarily attributable to lower prices of sheets, towels, and other household textiles during January "white sales."

The medical care index rose by 0.3 percent. Rates were higher for hospitalization and surgical insurance and hospital rooms.

The drop in the January index meant that 1 million workers in the auto and farm equipment industries will get no wage increases this month based on the price index change in the last quarter.

Painters Union Negotiates First Nationwide Contract in Industry

General President L. M. Raftery of the International Brotherhood of Painters last month announced his first nationwide labor contract covering painting work in the construction industry.

At the same time the National Constructors Association heralded the completion of the nationwide collective bargaining agreement. The NCA said, "The new (Painters) contract rounds out a full complement of national agreements which NCA has negotiated with nearly all major international building trades unions, including those of the Plumbers, Iron Workers, Carpenters, Operating Engineers, Boilermakers, Cement Masons, Bricklayers, and Sheet Metal Workers."

The nation's press gave very little attention to the fact that nationwide contracts have been negotiated by these several international unions.

The mere suggestion of the Teamsters Union obtaining a nationwide contract brings a great amount of anti-labor publicity in the nation's press. The Teamsters Union at the present time has areawide labor contracts for over-the-road and local drivers in the Central, Western and

Southern Conferences of Teamsters. In the Eastern Conference of Teamsters they have approximately 14 different areawide contracts.

Under the terms of the agreement, the union agrees to furnish men directly to companies. The companies, in turn, agree to pay wage rates and recognize working conditions established through bona-fide local collective bargaining in the areas in which their projects are located. In addition to painting, decorating and coatings, the agreement covers sign painting and paint making on construction projects.

In executing the agreement on behalf of his organization, Painters' President Raftery said the document was a milestone in the history of labor relations in the painting industry. He predicted that it would have the effect of promoting further the contract method of construction, thereby providing additional work for members of his union.

He pointed out that the agreement contains specific bans on strikes and lockouts and establishes a National Joint Trade Board to settle disputes which cannot be resolved locally.

Another Credit Union Debuts

The number of Teamster locals owning and operating their own credit unions was increased to 65 with the recent organization of Teamsters Local 790's Credit Union in Marshalltown, Iowa.

Ray Richardson was elected treasurer of the newly organized group which has a potential membership of 350. The group organized after learning of the idea from other credit unions in the area, and became the eighth Teamster credit union in Iowa.

Credit unions are formed by people with a common bond, such as belonging to the same Teamster local. Their purpose is to encourage thrift and provide low-cost loans. Only members may save and borrow.

By law, the maximum interest rate a credit union can charge is one percent per month on the unpaid balance of a loan. As non-profit corporations, they return any earnings remaining after expenses are paid and necessary reserves set aside, to the members in the form of dividends on savings and interest refunds.

The Local 790 Credit Union also provides CUNA Mutual Loan Protection insurance which pays off an insured borrower's loan in case of death or disability, and Life Savings insurance up to \$2,000 in proportion to savings. There is no charge to the member for these services.

Portland Paper Becomes Daily

It wasn't intended originally, and there have been many predictions that it couldn't happen; but the *Portland Reporter* is now a daily newspaper.

It achieved maturity on February 11, 1961, a year after the first edition, an eight-page weekly of 50,000 free circulation, was published as a strike weapon by the 850 men and women on strike against the anti-labor *Oregon Journal* and the *Oregonian*.

It was intended only to provide local news coverage for persons willing to cancel subscriptions to the struck dailies, to die when the strike was settled.

The International Brotherhood of Teamsters has supported the striking newspaper workers morally, physically and financially since the strike began in late 1959. Approximately 35 members of Teamsters Local 162 are employed by the new publication.

Acceptance by readers and advertisers was such that twice-weekly publication, with issues of as many as 96 pages and distribution of more than 130,000 copies each, became necessary and, as the bitter strike endured, it became inevitable that daily commercial publication should follow.

Now the daily *Portland Reporter*, with its first issue published February 11, 1961, the beginning of the sixteenth month of the strike, is here to stay.

For the first daily issue all the processes of production were performed within the *Portland Reporter's* own plant. It included the full wire news and photo service of the Associated Press.

The strikers producing the *Portland Reporter* have agreed to work without pay for an additional six months on strike benefits.

This and other economies are necessary for the paper to become established.

Stock salesmen have found that wallets and check books open much more readily after prospects have toured the *Portland Reporter's* modern plant, which no longer resembles the Wells Fargo livery stable for which it was built some 43 years ago.

Practically all of the equipment in the plant has been obtained through the international unions of the men and women who produce the *Portland Reporter*.

Probe Asked Into Use of Association 'Contracts' for Bad Faith Bargaining

The House Labor Committee was urged last month to look into the "gimmick" whereby certain employers and unions were using association contracts, "with the blessing" of the National Labor Relations Board, to deny workers the right to a union of their own choice and to keep them in economic peonage.

The request was made by Teamsters Local 810 in a letter to Congressman Adam Clayton Powell, Jr., chairman of the House Committee.

Executive Secretary Leon Pastor said the Teamsters Local "does not object to employer associations conceived and operating for legitimate ends and which bargain in good faith.

"But we do object to employers who form or join associations for the sole purpose of obtaining sweetheart or bargain basement contracts.

"In our judgment, the NLRB should not afford its services and protection to such catch-all employer associations."

He cited as a case in point the situation of the workers of I. Miller & Bros. of Flushing, New York. This firm has a contract with Local 132, Plastic Moulders and Novelty Work-

ers Union, affiliated with the International Ladies' Garment Workers Union.

"Recently, these workers came to us for help," Mr. Pastor noted. "Their wages and conditions of employment were far below the standards prevailing in their industry—which is steel tubing, metal fabricating and warehousing. They wanted to get rid of their old union which had done little for them over the years. They wanted to join us because we are the union of their industry and have established high standards for it.

"Although the majority of these workers signed up with us, we can not help them because, after learning of the workers' intentions, I. Miller & Bros.—which deals in steel tubing and does metal fabricating and warehousing—joined a Plastic Products Manufacturing Association, Inc.

"Under present NLRB rulings, in order for us to represent the workers of I. Miller & Bros., we would have to sign up the majority of all the workers in the plants and shops belonging to the Plastic Association, not merely the majority of the workers of I. Miller & Bros.

Honored by Goodwill



Goodwill Industries presented a Certificate for Meritorious Service to Teamsters Joint Council 32 in Minneapolis, Minn., last month. The Teamsters were cited for their leadership in the annual collection of used clothing and household articles. Chairman of the Teamsters drive Ray Flick (left), and Co-Chairman Clifford Meredith received the award. Goodwill provides employment and job training for handicapped workers.

Teamsters Help Asked in Drive To Beat Counterfeit Drug Racket

The National Committee Against Counterfeit Drugs called on the Teamsters Union last month to assist in combatting the national counterfeit drug racket.

Jack Anderson, chairman of the National Committee, wrote to IBT officials last month, urging Teamster participation in exposing the counterfeit drug menace. He suggested that all Teamsters urge their druggists to join the national committee's program.

Anderson, a nationally-known writer for columnist Drew Pearson and *Parade* magazine, said, "Our files are choked with ugly evidence that counterfeiters are peddling death in the form of fake pills.

"We have designed an ethical practices seal for pharmacists who wish to display it. We are warning the public for their protection to purchase drugs

only from pharmacists they can trust."

The National Committee has designed a seal that customers can look for in drug store windows. The seal will be issued to pharmacists who sign a legal pledge and agreement, promising to forfeit a \$10,000 bond, if they should be caught dealing knowingly in counterfeit drugs, Anderson said.

He added, "The leading drug manufacturers will put private investigators and testing facilities at our disposal to investigate any complaints against druggists who may violate the seal."

Anderson cited Teamsters Local 714 in Chicago, Ill., which has organized many Chicago pharmacists, as an example of how the Teamster Locals can use their influence in getting druggists to participate in the National Committee's crusade.

CORE Fight for Racial Equality Recalls Labor's Early Struggles

Memories of organized labor's historic battles of the 1930's are being revived by young adults fighting for racial equality in the South for American Negroes.

Their organization is known as CORE, Congress of Racial Equality, and they have been staging sit-ins and other demonstrations throughout the nation to dramatize the oft-time inhuman treatment accorded Negroes.

Last month, 19-year old John Alexander Gaines, fresh from a 30-day term on the road gang, was clubbed over the head while on a CORE picket line. Two hours later he was right back on the picket line.

The day began when 15 members of Friendship College CORE—nine of them just released from 30 days on the road gang—began to picket five dime and drug stores at 2:30 P.M. They picketed uneventfully until about 3:30.

Then a group of hoodlums and hecklers began to gather. The police stood across the street looking into store windows. At about 3:45 Gaines was struck on the head by a club

and knocked unconscious. Some of the hecklers attempted to beat Gaines while he lay on the sidewalk.

Others roughed up Robert McCullough, another road gang veteran. At this point the police came and the hoodlums disappeared.

An ambulance took Gaines to the York County Hospital for emergency treatment. There he was treated, bandaged and released.

Two hours later Gaines returned to the picket line with James Farmer, CORE National Director, and four of the road gang victims, Tom Gaither, Clarence Graham, James Wells, and McCullough. Hecklers did not harass the pickets this time.

National Maritime Union President Joseph Curran presided over last month's kick-off program of American seamen to dramatize the importance of the United Nations.

Curran and other top officials of the NMU presented the crew of the Santa Rosa with a banner bearing the symbol of the United Nations, which

Teamster Brown 'Lineman of Year'



Tom Brown

Tom Brown, University of Minnesota guard who was named "lineman of the year" last year, will leave school this year with fond memories of football glory and three enjoyable summers as a Teamster union member working as a helper on a truck.

Brown said he credits his good condition on the gridiron to his Teamster work as a helper on a Minneapolis Brewing Co. truck. Brown was a good member of Local 792, said Tony Felicetta, business agent, and a good worker, he added.

Next fall he will be playing with Vancouver, British Columbia, in the Canadian league.

Brown won more honors than any lineman in the history of Minnesota. He was second in the voting for the Heisman award, denoting outstanding college football player of the year. His teammates voted him the "most valuable," and the Big Ten coaches voted him the "most valuable." For this he received the Chicago Tribune award.

Curran Boosts UN Drive

stated, "We Believe."

This is part of a world wide program to promote the United Nations through the personal efforts of American seamen. Similar ceremonies to be held over the next several weeks aboard all the 700 deep-sea vessels on which the National Maritime Union holds contracts.

WHAT'S NEW?

New Tire Holder Safe and Easy

A new safe and easy way to change tires on even the largest trucks and trailers without the driver having to lift them has been put on the market by a Beloit, Mich., firm.

When a spare is needed a lug wrench is placed on the ratchet nut and the tire is lowered to the ground in a vertical position without lifting or tugging.

With the spare tire on the ground and in its vertical position, a screw jack forces the lower section of the carrier firmly on the road surface,

allowing the driver to remove the tire by rolling rather than lifting to the wheel needing the spare. In reverse, the flat tire is elevated by the new carrier to its position on the trailer or truck.

The new process will not clog with snow, ice or road dirt, has no nuts, bolts, screws, chains or clamps to bother with, adjusts to any size tire, is compact and easy to install and discourages theft.

Converts Single-Axle Tractor into Tandem

With the attachment of a new detachable axle, any standard single-axle tractor can be converted into a tandem. The axle, which hooks onto the fifth wheel, has a 15-inch sliding kingpin with 10-inch adjustments at 1½-inch intervals. This detachable unit has air brakes and telescoping dolly supports and is said to increase a payload up to 12,000 pounds.

Racks Accommodate Truck Siding Panels

Both weight and the cost of maintenance can be cut down through installation of a new line of side racks designed to permit easy insertion of siding. Because of their construction, plywood panels can be slid into place with a clamping rod to keep them from moving. This side rack unit is, according to the Los Angeles manufacturer, interchangeable between various truck and trailer bodies.

Firm Offers Free Filter Surveys

In an effort to reduce fleet operating costs through systematized purchasing, inventory and selection of required filters, a Rhode Island firm is offering fleet operators a free filter survey by their field men.

For each filter used, a weather-proof tag is attached to the equipment indicating the correct replacement cartridge. All equipment is then listed on special forms, either numerically or by groups such as trucks, tractors, cars, etc. Included on the form are make, model, year, make of engine and makes and models of air, oil and fuel filters which were factory-installed.

Copies of these listings are printed by the company and inserted into acetate folders and bound into a

booklet with their catalog and cross references to all filters on the market. These booklets are then given to the fleet's service superintendent with the company's compliments.

Advantages Cited For Bearing Seal

A wide range of advantages are claimed for a new transmission bearing seal designed as a replacement part. According to its maker this seal does away with driveshaft clunk, snap and whip. It also protects against transmission oil leakage. The unit itself is a combination bearing and seal that is said to be easy to install to support shaft and hold it in perfect alignment.

Compact, Portable Recording Thermometer

For fleets hauling frozen foods and perishables, a new recording thermometer is now available that is a compact and portable unit. This model is said to give accurate, hour-by-hour written records of temperatures in transit. The temperature recording range is from -20 to 100 degrees F. The self-contained, springwound unit has a metal bracket to permit placement at any desired location in the truck or trailer body.

Air Springs Level Ride of Compact Cars

A Lansing, Mich., firm has developed a line of air springs for compact cars which are available for installation inside the rear coil springs of models so equipped. For cars that have leaf spring, other air lift springs come with their own coils. These are installed between the leaf spring and the frame. Level ride is provided at all times, it is said, by air pressure in the springs that is adjustable to the load requirements.

Aluminum Fuel Tanks One-Third as Heavy

As much as two-thirds of the weight of conventional steel fuel tanks can be saved with the installation of aluminum fuel tanks, which a Los Angeles firm is constructing to the same dimensions as any original units. These aluminum tanks are installed with existing brackets. The maker offers a custom specification sheet for fleet owners.





LAUGH LOAD

Long Search

A woman spends the first part of her life looking for a husband and the last part wondering where he is.

B. L. Workman
Local 898

Shaggy Monkey Tale

One day the shop mechanic walked into the local pub and saw a monkey playing request numbers on the piano. Our mechanic noticed that the monkey's tail was hanging in the pickle barrel that sat right next to him. He went up and said to the monkey, "Do you know your tail's hanging in the pickle barrel?"

"No," said the monk, "but if you'll hum a few bars, maybe I can play it for you."

Unkindest Cut

Road Truck Driver: "Honeybunch, just tell me three little words that'll send me straight to heaven!"

Clever Cutie: "Go shoot yourself!"

Just Different

A clerk kept a small safe in his home. One day the combination got out of order, so he heaved the safe on to his shoulder and set off for a locksmith's. On the way, he nearly knocked down a businessman.

"For goodness sake," snapped the man, "why can't you keep your money in a wallet like everybody else?"

Big Nut

A club member had talked politics for an hour and a half.

"That's the situation in a nutshell," he declared at the close.

"Heavens!" came a voice from the back. "Some nut!"

Narrow-Minded

There's the sad story of the horse player who had \$100 stashed away for a fling on the ponies, but his wife found it and blew it all on food and rent.

Wise Precaution

An advertising executive who was swamped with work called the office switchboard operator. "Look, Miss Smith," he said, "don't put through any calls to me this morning. I'll be incommunicado."

"Well, all right," the girl replied, doubtfully. "But in case anything very important comes up, hadn't you better let me have your phone number there?"

Hardship Case

The weary husband was met at the door with sad news.

"We'll have to go out for dinner," his wife said cheerily. "I couldn't prepare anything because the electricity went off."

"Electricity?" the husband growled. "We have a gas range."

"I know," the wife went on, "but we have an electric can opener."

Perfect Stranger

"Those new people down the road seem very devoted," said Mrs. Jones to the newspaper which hid her husband.

A rustle of the sheet was all the reply she got, but she was used to that. "Every time he goes out he kisses her, and goes on throwing kisses all down the road. Edward, why don't you do that?"

"Me?" snorted the man behind the news. "I don't know the woman!"

Holding Out

The aged couple were celebrating their golden wedding anniversary and a reporter asked the old gent, "I understand you brought up seven children on \$7 a week."

"Hush. Not so loud," whispered the old man anxiously, "I always told Belinda I got \$6.50 a week."

Modern Man

Modern man is one who drives a mortgaged car over a bond financed road on credit card gasoline.

B. L. Workman
Local 898

No Indeed

Sweet Patootie: "Dear boy, do you realize that a girl's physical charm is her greatest asset in the 'battle of the sexes'?"

Diesel Mechanic: "Well, there's one thing that's certain . . . you can't be accused of carrying 'concealed weapons'!"

That's All!

A woman was visiting the state employment bureau in an attempt to find employment. She explained that her husband had been in an automobile accident and suffered "conclusion of the brain."

"Don't you mean 'concussion'?" inquired the sympathetic official.

"No, sir," was the emphatic reply. "I mean 'conclusion.' He's dead."

Quick Cure

"Your wife's nerves seem completely cured," remarked one neighbor to another. "How did the doctor manage it?"

"Quite simply," was the reply. "He told her it was a sign of age."

Hard to Please

A middle-age woman, sophisticated and worldly-wise, sat in a beauty parlor trying to decide upon the style of permanent wave she would have.

"Now this," said the patient operator, showing the patron the last of a huge stack of photographs, "is a charming and attractive style."

"It's too charming and too attractive," said the woman.

"Really?" asked the beauty operator.

"Yes," replied the woman. "That wouldn't do for me at all. A man would look at me and say, 'Gosh, with hair like that, she should have a better looking face.'"

FIFTY YEARS AGO

in Our Magazine



(From the April, 1911, issue of The Teamster)

How to Have a "Ball"

ALTHOUGH the members of our union in its founding days worked long and hard at sometimes dirty and unpleasant tasks and for pitiful wages, when it came to holding a local union social function our members accepted nothing less than the best. No beer and hot dog picnics for them. No sir. Here is an account of one elegant and stylish annual ball held for the members of Springfield, Mo., Local 28 that would have rivaled the coronation of a king and queen.

"Seldom has Harmonie Hall had assembled within its walls a more brilliant gathering than that of the Street Hackmen's Local 28 at the celebration of its Eighth Annual Ball.

"As our guests arrived they were greeted by the committee and extended a cordial welcome. The grand stairway leading from the reception room and parlors to the ballroom were prettily arranged with choice tropical plants, while the ballroom with its highly polished floor was decorated with a great profusion of bunting, used artificially in a color scheme harmonizing perfectly with innumerable electric bulbs. The stage was set as a garden in which plants were in full bloom and paths were lined with palms.

"Behind this display sat Professor Mc-



Connell's orchestra which furnished an elaborate program of choice selections during the evening.

"All this made a perfect background for the display of the grace and beauty of the handsomely gowned wives, daughters and sweethearts of our members and their friends. The universal gallantry of the gentlemen to the ladies during the evening was commendable and would have graced the most aristocratic assemblage.

"The grand march, composed of five hundred couples, led by Brother William Connel and Miss Harris made a pretty picture as the intricate and com-

plicated figures were formed in perfect time and harmony with the orchestra.

"Lights of varied colors were thrown on the scene, adding brilliancy to beauty. The march terminated with a shower of choice roses and carnations from gracefully draped flags that were suspended by invisible wires. This made a very picturesque scene and was conceded by all to have been the crowning feature of the occasion.

"Brother William Pascoe did the honors of presenting the handsome souvenir programs to the ladies with his characteristic grace. About midnight the strains of music in the wine room was an invitation, which practically all accepted, to a bounteous repast served in the wine room, which was arranged with the same care and elegance as the ballroom proper. During the evening, music was rendered by an orchestra. In addition quite a number of very choice vocal numbers were rendered which added very much to the enjoyment of the guests. Our members were quick to grasp the opportunity afforded to become acquainted with new friends and their families under such auspicious circumstances.

"At 4 a. m. the ball came to an end to the strains of 'Meet Me in Dreamland.' This seems paradoxical, as how can a ball have an end?"

Pretty horsey eh?

The Hard, Hard Table

AS far as the bargaining table is concerned, times haven't changed much. Any union negotiator who has been through bargaining sessions in both early and modern times will tell you that you still have to fight every inch of the way to get anywhere close to what you want in decent wages and working conditions. Sometimes even the most obvious safety measures are fought by management because it would cost too much to protect the lives of his workers. Here is an account of the results of a bargaining report by a representative of Local 203, Los Angeles, Calif., as it occurred 50 years ago.

"Our contract with the Retail Coal Dealers' Association expired April 1, and as the membership of the local decided that we were entitled to an advance in

wages, we presented dealers with a new contract providing for higher wages and much better working conditions.

"We continued our closed shop agreement which bears the signature of every



dealer in the city whether member of the association or not. Brother Briggs has stated that our contract of 1909 was the best on earth, but we think that of 1911 is far better than the old.

"One noticeable feature in the above conference is that no hard feelings existed, although every step was warmly contested from start to finish. This is probably due to the fact that through thorough organization on both sides our interests are becoming more closely affiliated.

"We entered the fight in 1909 with about thirty-five members and our working conditions were controlled by the bosses. In two years we have a membership of over one hundred (with many out on cards) and our working conditions are all that could be asked within the bounds of reason.

"Do you blame us for being proud?"



RAILROADS' DESTRUCTIVE RATE-CUTTING

The future of every Teamster is jeopardized by destructive, selective rate-cutting on the part of the railroads. And the help of every Teamster is needed to protect Teamster jobs.

A bill now before Congress (S. 1197) would prevent these discriminatory practices. You can help by letting your Congressman and Senators know you are deeply interested in seeing this bill pass. Write your Congressman at the House Office Building, Washington, D. C.; your Senator at the Senate Office Building, Washington, D. C.

Don't delay. Do it right away. Help save Teamster jobs!



Write **URGE YOUR SENATORS AND
CONGRESSMAN TO SUPPORT S. 1197!**